



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): ED AGUILAR City: PALO ALTO State: CA Zip: 94303

Title (if applicable): RETIRED ENGINEER Phone: 650-424-9605 Fax: _____

Organization/Business (if applicable): _____ E-mail: edaguilar49@HOTMAIL.COM

Address: 993 MORENO AVE. PALO ALTO CA. 94303

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices

Please comment clearly.

WILL YOU CONSIDER RUBBER WHEELS ON THE TRACKS
(AS IN THE UNDERGROUND IN PARIS), IN ORDER TO REDUCE
NOISE.

#2
rubber
wheel
#1
noise

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 1

San Jose to San Francisco Scoping comment on a small postcard by Kathryn Akatiff

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety
#1 noise
#1
public svc
#6 prop
value
#1 bio
#1 aesthetics
#1 Air Quality
#2 terminate
in SJ

Name	Address	Additional Comments on the Card
Kathryn Akatiff	105 Rinconada, Palo Alto 94301	Bring it to San Jose



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): Diane Allen City: Palo Alto State: CA Zip: 94301

Title (if applicable): Conservation Chair Phone: _____ Fax: _____

Organization/Business (if applicable): Loma Prieta Chapter E-mail: dianeallen315@sbcglobal.net

Address: Sierra Club 315 Melville Ave

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

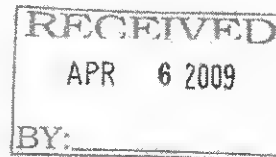
Please comment clearly.

- ① Impact of construction on local streets and housing/businesses/schools located close to current tracks #6 business
- ② Effects of widening road bed #2 widening road
- ③ Impact of construction on CalTrain service and current stations #2 station construction
- ④ Impact on CalTrain ridership #6 ridership
- ⑤ Noise + emissions - both construction + high speed trains #1 noise
- ⑥ Ease of connection between HSR + local trains #3 transfer between system
- ⑦ Station expansion in San Jose #2 station
- ⑧ Do we really need any local stops between SJ + SF? Can't riders just transfer to CalTrain? #2 station
- ⑨ Creek Crossings - esp San Francisco Creek #1 B10
- ⑩ SF station where? Connect with BART? or Transbay Terminal on Mission? #2 station location
#1 concerns both transit
- ⑪ Pedestrian crossings esp look at Palo Alto High School Church St Ave #1 traffic
#1 Public Services
- ⑫ Sound walls #1 noise

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 3



Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority,
925 L Street, #1425,
Sacramento, Calif. 95814

April 2, 2009

Dear Mr. Leavitt,

When my husband and I voted for the HSR, Measure A. from San Diego to San Francisco, we agreed it would be forward looking, a timely project whose time had come. It would be helpful to the environment (fuel used & saved) and help transportation issues as California grows (and grows!). If well planned and engineered, taking prime consideration for its impact on the environment and the public, the public would be well served. As the project has proceeded, however, these benefits have been ignored.

#9

There is an alternative which would:

- #5 cost --- Save millions of public dollars. (No underground tunneling).
- #1 env --- Protect the environment of the S F Peninsula.
- #6 eminent domain --- No eminent domain which the public despises & will fight.
- #1 low --- No water & earthquake problems.
- #1 High --- Better safety for school route corridors, grade crossings.
- #1 safety --- Splitting cities in half.
- #1 aesthetic

#2
ACT

THE ANSWER IS TO END THE HSR AT SAN JOSE!! Passengers can change trains & go up the Peninsula with stops, go up to Sacramento with stops, and easily reach destinations all around the Bay. They would have access to the S F Traffic Terminal. All it would take is twenty minutes of their time to change trains. Little enough. What's the hurry.

#2
ACT
Route

Betsy Allyn, 4186 Willmar Dr., Palo Alto, Ca. 94306

cc. P A city council

Calif Sen. Smtian, U S Sen. Boxer, U S Sen. Feinstein

I-SC4

Kris Livingston

From: Erika Ameri [eameri@apr.com]
Sent: Tuesday, March 31, 2009 10:13 PM
To: HSR Comments
Subject: high speed rail

Please know that high speed transportation if affordable and convenient will be used...but if an eyesore through our communities I will not support it...do we have no other existing track anywhere else in the bay area?

Thank you for your time!

#2

DIFF. ALTS.

#9,

Erika Ameri
Alain Pinel Realtors
167 S. San Antonio Rd., Suite 1
Los Altos, CA 94022
Direct: 650.209.1508
Cell: 650.269.8211
eameri@apr.com
www.ErikaAmeri.com

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:48 PM
To: Kris Livingston
Subject: FW: High Speed Rail thru WG

From: LAmes@aol.com [mailto:LAmes@aol.com]
Sent: Wednesday, February 25, 2009 11:11 PM
To: elist@wgn.net
Cc: board@wgn.net; HSR Comments
Subject: High Speed Rail thru WG

FYI,

there was a public mtg tonight at the Gardner Community Cntr on the possible alignment of the planned High Speed Rail line thru Willow Glen.

I was given a copy of the CD, and have posted a video and some graphics from the presentation on the www.wgna.net website.

for more info, contact the Calif. High-Speed Rail Authority at 916/324-1541, or email comments@hsr.ca.gov

keep informed!

~Larry

#7
Provides
Info

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:03 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Linda Anderson/Bert Page [mailto:b-l-page@pacbell.net]
Sent: Thursday, January 29, 2009 9:48 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

I am shocked to learn of your plans to install high speed rail tracks along the existing Cal Train corridor. The disruption to families who will lose their homes under imminent domain is immeasurable. In addition, homes, schools and businesses adjacent to the tracks will be impacted to an intolerable degree. You have other options. Consider them carefully.

Linda Anderson
Palo Alto CA

#6
eminent
domain.
#1. Community
Impacts
public service

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:15 PM
To: Kris Livingston
Subject: FW: my opinion

From: Inge Angiletta [mailto:iangilet@apr.com]
Sent: Monday, April 06, 2009 3:40 PM
To: HSR Comments
Subject: my opinion

As a local realtor and former resident of Southgate, one of the most desirable communities in Palo Alto, I have strong reservations about this whole "project"! It would greatly diminish the values of the homes along the planned route. — #9 opposition
Also, has anyone thought about the safety of the Palo High School students? They would be required to walk across or #10 property values
beneath a wall that is sure to divide a wonderful city. Don't do it! There is plenty of space in the central valley where a high speed rail #11 safely
would #12 alternate
not bother anyone. route

Inge Angiletta
Alain Pinel Realtors
578 University Ave.
Palo Alto, CA 94301
iangilet@apr.com

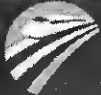
San Jose to San Francisco Scoping comment on a small postcard by Renee Apostolou

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety
#1 noise
#1 public svc
#6 prop value
#1 biological
#1 air quality
#1 aesthetics

Name	Address	Additional Comments on the Card
Renee Apostolou	1635 Alma Street, Palo Alto 94301	None



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): DEBORAH ARANT City: San Jose State: CA Zip: 95126

Title (if applicable): Land Use Chair Phone: _____ Fax: _____

Organization/Business (if applicable): SHPNA E-mail: _____

Address: 225 Sogua Ave

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices. *electronically please*

Please comment clearly.

What is the planned connection to
and San Jose Airports?

SFO } # 2 Airport access

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-5C 10

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:54 PM
To: Kris Livingston
Subject: FW: Concerns about HSR in residential areas

From: Sara Armstrong [mailto:saraannruth@gmail.com]
Sent: Tuesday, February 17, 2009 9:50 AM
To: Spaethling@pbworld.com; HSR Comments
Subject: Concerns about HSR in residential areas

Hello,

As a resident of Charleston Meadows, a neighborhood of Palo Alto that abuts the CalTrain corridor, I have a number of questions and concerns about how the HSR will impact our neighborhood.

1 - My first concern is the extremely abbreviated public comment period. Why is the public comment period limited to less than two months (from the Jan 12 meeting notice to the March 6 deadline)? Will there be other periods during the planning phase when public comments are solicited? How do you plan to keep the public engaged and actively participating in the process all the way through to 2020 and beyond?

2 - All the visualizations and pictures on the website depict the train traveling through either very rural areas, industrial areas or city centers. Why didn't you include some pictures of how the train will appear in residential areas, particularly in the neighborhoods with single family, predominately single story homes, where you have proposed that train will be elevated up to 15'? For example, where can I find a perspective of the elevated portion of the track along Alma Street in Palo Alto? Please also send me a link to a visualization from a residential street with homes abutting the track with the train running overhead in the background.

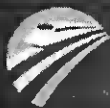
3 - Regarding the grade separations at E Meadow and Charleston: has the decision been finalized to elevate the tracks along this segment? What other alternatives were considered and what were the tradeoffs? Why was the neighborhood not consulted? Will lowering the streets (Meadow & Charleston) necessitate a widening of the roads? If so, how much wider do they have to be to achieve the separation? Please indicate the width differences if the train is trenched, elevated, or run at ground level.

4 - What are the procedures and guidelines your agency will use with respect to eminent domain? How, and by whom, will compensation schemes be determined? There are references and comparisons on your website to the European and Japanese HSR systems. Please provide comparative information on compensation schemes used by other HSR systems in the world with respect to those whose homes/properties are taken or impacted.

I would like to keep a dialog open to understand how we can create a HSR that serves the most Californians and at the same time does not adversely impact our bay area cities and neighborhoods. There are a lot of concerns and unanswered questions from residents living on or near the tracks and a sense that there hasn't been much outreach to us.

Thank you,
Sara Armstrong
Charleston Meadows
Park Blvd, Palo Alto

#1 Community impact
#1 intro
#1 comment period participation transparency Reg. community #1 mtgs.
#1 visual plans
Information Request
#2 elevated tracks
#1 public informed
#2 housing streets
Grade Separation
#6 eminent Domain compensation
#1 not enough outreach



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print):

ANNETTE ASTTON

City:

PALO ALTO

State:

CA

Zip:

94306

Title (if applicable):

Phone:

650 321-8933

Fax:

Organization/Business (if applicable):

E-mail:

ASTTON Annette @ Gmail.com

Address:

2747 BRYANT STREET

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

* DO NOT PUT STATION IN PALO ALTO

WE DO NOT HAVE THE REAL ESTATE FOR IT & DO NOT WANT THE TRAFFIC

* ABSOLUTELY DO NOT SUPPORT ANYTHING

UNLESS IT IS UNDERGROUND IN PALO ALTO

PUT CAL TRAIN UNDERGROUND

IF BART CAN GO UNDERGROUND ACROSS THE BAY,

THIS CAN HAPPEN. "QUIET" "INVISIBLE"

2
NO STATION
IN PALO
ALTO

1
TRAFFIC/LU

2
UNDERGROUND
TRACKS

1
NOISE
TRACKS

* Perhaps some of this money can help
improve the OREGON/ALMA interchange

2
DIFF.
ALTERNATIVE

* My vote is NO HIGH SPEED RAIL
between San Jose & San Francisco

IMPROVE CAL TRAIN - 2 TRACKS NOT 4

2
* TERMINATE IN
SJ

3
UPGRADE
EXISTING

2
OF TRACKS

* FENCES ARE A BUGGAT TO THE NEIGHBORHOODS

Sound wall

1
AESTHETICS
NOISE

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 12

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:48 PM
To: Kris Livingston
Subject: FW: Palo Alto go underground

From: Kim Atkinson [mailto:atkinsonkim@pacbell.net]
Sent: Wednesday, February 25, 2009 9:00 AM
To: HSR Comments
Subject: Palo Alto go underground

Hi,

I'm a resident, homeowner, parent and voter in Palo Alto, California. This is a strong request to put the new high-speed railway UNDERGROUND, in a COVERED TUNNEL. An enlarged raised track would bisect the city and look, and sound, terrible. The current track is mostly in a residential neighborhood of nice, expensive homes. To raise the tracks would look awful, would devalue properties in the entire region, and would make unbearable noise. The quiet, wooded town nature of Palo Alto would be damaged and altered forever by a raised track system. All residents would be hurt by this, no matter where their home is located.

Please put the tracks in a covered tunnel, completely underground, and please consider designing walkways and bike paths on TOP of the tunnel, so we can use the open space. There is currently a well-used bike path alongside the tracks. Teenagers flood this area daily on their way to and from high school. The top of the tunnel could be designed beautifully to accomodate pedestrians and bicyclists, similar to the pathway that runs by the tracks now.

Thank you,

Kim Atkinson
1753 Middlefield Road
Palo Alto CA 94301

#6 Property value

#2 tunnel underground
#1 noise aesthetics

#2 tunnel underground
#1 open space

San Jose to San Francisco Scoping comment on a small postcard by Cheryl Atkinson

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? #1 safety
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? #1 noise
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? #1 public svc
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? #6 proprate
- How will you avoid destroying our trees and impacting on local wildlife? #1 bio
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? #1 aesthetics
#1 air quality

Name	Address	Additional Comments on the Card
Cheryl Atkinson	1501 Bryant St, Palo Alto 94301	None

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 4:02 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Bari Bai [mailto:baribai@gmail.com]
Sent: Monday, April 06, 2009 2:27 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear Mr. Dan Leavitt,

I am writing to this letter to urge that High Speed Rail(HSR) be built in the correct way.

The default plan of HSR is to elevate train tracks. To me and most residents in peninsula, it is totally not acceptable. Could you imagine that high speed trains zooming through residential neighborhood, schools, and parks day and night? It will be a disaster to hundreds of thousands of residents along the train route and our children who attend schools next to the route. High speed train is loud, and it has to go underground in densely populated residential communities such as peninsula and south bay.

The purpose of the HSR project is to improve the transportation and thus to benefit California people. How could you achieve this goal when the quality of life of hundreds of thousands of residents is

suffered from the constant train noise day and night? How could you achieve this goal when people are constantly disturbed by the noise and could not fall into sleep at night? How could you achieve this goal when our kids could barely hear their teachers in the classrooms while trains are passing by? When we build this project, we have the responsibility to make sure that it is built in the correct way.

It is crucial to thoroughly investigate the noise impact from HSR. We need to fully investigate different options and to answer the following questions:

(1). what is noise level in term of decibels (DB) at 100 feet away from the train track? 200 feet away from the train track? 400 feet away from the train track? 800 feet away from the train track? 1600 feet away from the train track?

(2). could people conduct normal conversation on the street at 100 feet away from the train track? 200 feet away from the train track? 400 feet away from the train track?

(3). Will the classroom activities and outdoor activities in the schools be disturbed by the train noise? Suppose that the schools are 200 feet and 400 feet away from the train track.

(4). Can people still enjoy music at home, if they live within 100, 200, 400 and 800 feet away from the train tracks?

(5). Will people have sleep disorder due to the train noise at night if they live within 400 feet from the train track?

Regards,
Bari
321 Edlee Ave,
Palo Alto, CA 94306

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:06 PM
To: Kris Livingston
Subject: FW: High Speed Rail

From: Toni Balestrieri [mailto:toni@cabanapaloalto.net]
Sent: Monday, April 06, 2009 5:51 PM
To: HSR Comments
Subject: High Speed Rail

We do not need this project! We're small compacted cities with no room for "high speeds" to run in the middle of our neighborhoods.

#9
Opposition
design &
speed

Toni Balestrieri

Director of Finance

The Cabaña Hotel & Resort - Palo Alto

4290 El Camino Real

Palo Alto, CA 94306

650-857-0787-Main

650-628-0130- Direct

650-628-0142-Fax

toni@cabanapaloalto.net

"Next time have it at the Cabana"

----- Home to Stanford FOOTBALL 2008 ----- GO CARDINAL!

Kris Livingston

From: Pam [pballus@gmail.com]
Sent: Sunday, April 05, 2009 11:01 PM
To: HSR Comments
Subject: HSR

I have lived in Palo Alto for the past 13 years and find the idea of HSR traveling on the Caltrain corridor very troubling:

1) HSR on a raised track with additional track lines (with additional rail traffic) would divide our community visually and add increased noise pollution.

2) HSR is not a community friendly concept for a town like Palo Alto, with so many homes near the tracks.

3) The HSR would sit right next to Palo Alto High School. Increased train traffic and a large wall to hold the traffic does not seem school-friendly.

4) How much will the system really cost? While the voters passed a measure for bonds for the HSR, is this a good idea with our federal and state governments in financial crisis? Will there be enough funding for the completion of the system? Will it be financially viable or will government subsidy be required over the long haul?

5) We already have a train system on The Peninsula. Why not build it south of San Jose first and see if funding is available to complete the project to SF? We can already easily ride trains from SJ to SF.

6) The raised line would cut the community off from Stanford University and the views of the hills behind the University a major part of the quality of everyday life here.

7) The HSR seems like it would lay an irreversible scar upon the landscape. It sincerely seems very environmentally unfriendly in terms of the way of life in our community.

Thank you for considering my comments.

P Ballus
Palo Alto

#11 intro
#1E community separation
#1 Aesthetics
#1 noise
#1 community impacts
#1 safety & security
#1 traffic & circulation
#1 public service
#5 construction costs
#5 funding sources
#2 elevated track
#1 Aesthetics
#1 traffic/circ.
#1 Aesthetics
#2 community impacts

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:04 PM
To: Kris Livingston
Subject: FW: Scoping Period Comments

From: David Barca [mailto:davidbarca@kw.com]
Sent: Monday, April 06, 2009 7:27 PM
To: HSR Comments
Cc: Assemblymember.Ruskin@assembly.ca.gov; Senator.Simitian@sen.ca.gov
Subject: Scoping Period Comments

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt,

I write this in part as an interested homeowner who lives within 100 yards of the current CalTrain corridor on the San Francisco Peninsula. My comments, though general, apply primarily to the San Francisco to San Jose portion of the HST project. As a lifetime resident of the Peninsula you can guess my concern over moving forward with this project prematurely, that is without total due diligence, which in my estimation was sorely deficient prior to last fall's passing of Proposition 1A; and in spite of much effort to participate in the community dialogue, further diligence is noticeably absent.

Now, before you judge my opinion on this let me also say I spent several years in Great Britain during the mid 1990's as part of British Rail's privatization effort and developed a great appreciation for the benefits of high speed rail. However, if you recall the problem at that time British Rail was draining the coffers of government and something had to be done and part of the analysis of why that could possibly happen in the first place points to the very issues we are facing with our own decision. In very brief summary Great Britain was the champion in a convenient and efficient rail system before it decided (probably correctly) to advance to a high speed rail concept. The problem wasn't the idea. The problem was jumping in with both feet before seriously outlining the business and financial elements to enough detail. Consequently, after several years of apparent success they surprisingly discovered it was a losing proposition.

Similarly, our dilemma is the high speed rail proposition here in California has been equally short on detail and due diligence. As a business person why would I invest in this project. The cost estimates raise doubt of accuracy in these uncertain economic times. The return on investment is based on figures that seem more pie in the sky than grounded in solid financial modeling.

So, as a business person I would like to see due diligence, accountability, and a well crafted business plan. The good fortune of last November's election notwithstanding, the people of California need to know if this is a sound investment or not.

As a slight sidebar, let me indicate that a good portion of the metropolitan areas in Great Britain have their rails underground. Typically, areas where rail is above ground are considered blighted, undesirable and crime ridden. Somehow that needs to be taken into account. In addition safety is

#11 intro
#7 prop 1A
(misinformed)

#5 cost
#2 compare
with foreign
system

#7
mistake

#4 under
ground track
#1 safety
#1 aesthetics

I-SC 18

always an issue. High Speed Rail tends to be safe, but having worked on the tracks and knowing that people live near tracks, one must be aware of just how fast and dangerous they can be. A train must be sighted to be safe. You cannot rely on your hearing. Once you hear the train, there are four seconds until it reaches you. Finally, a bit of a gruesome detail appears to be the allure of high speed trains for suicides. I have witnessed this and it is a stomach turning event. Interestingly, one that has an enormous impact on engineers, who can do nothing to stop from hitting the person once seen.

Finally, of specific concern for any due diligence and particularly in reference to the EIR/EIS I hope the following are addressed with appropriate detail and objective conclusions: #11 intro

- How will HST change the character of our communities? #1 land use, #1 aesthetics
- How will any of this improve local and regional rail service? #1 traffic & circulation, #3 transfer b/t systems
- Where is the benefit specifically to any resident on the SF-SJ corridor? #1 traffic & circulation
- What is the true cost of above grade, at grade, below grade and tunneling? #5 cost, #2 elevated track/grade crossing
- What are the projected revenue and ridership variations between Altamont and Pacheco Pass? #2 alternate route
- What are the advantages and disadvantages of a Hwy 280 or 101 alternative? #2 alternate route
- What is the extent of disruption to traffic, business, environment, etc. during construction? #1 traffic, #6 local business
- What is this really going to cost and where is the money to be found? #5 cost
- What alternatives have been suggested by CalTrain and/or Union Pacific Rail Road? #2 alternate route
- What will the impact be to property values at or near the corridor? #6 property values
- How much destruction of property, environment and wildlife will need to occur? #1 biological resources
- What kind of resistance do you expect from homeowners, cities, coalitions, environmental groups, etc.? #9 public opposition
- What kind of savings might there be to terminate service in San Jose and rely on enhanced local and regional service up the Peninsula? #2 alternate alignment

There are myriad of other issues, hopefully covered by others. As an advocate of high speed rail, I do see it as part of our future. The problem here is we are trying to make something work that isn't completely detailed. #11 conclusion

Thank you for your consideration and I wish you all the best.

David Barca

General Manager, Keller Williams Realty
San Francisco Peninsula

505 Hamilton Avenue
Suite 100
Palo Alto, CA 94301
<mailto:davidbarca@kw.com>
650-454-8563 (Direct)
650-454-8663 (Fax)

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:51 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Stephen Baxter [mailto:sbaxter@community-newspapers.com]
Sent: Friday, February 20, 2009 12:13 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear Dean Leavitt--

I'm trying to find out when the next scoping meetings for the High Speed Rail EIR are going to be in San Jose. I understand there was one at the Gardner Community Center on Feb. 18 but I missed it.

Thank you for your help,

Stephen

--

Stephen Baxter
Reporter
Silicon Valley Community Newspapers
(408) 200-1056

7
Scoping
meeting
date?
Information
Request

Kris Livingston

From: Suzanne Bayley [bayleys@comcast.net]
Sent: Sunday, April 05, 2009 9:36 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I am extremely concerned about the safety of my family with the proposed high speed train speeding through the peninsula at 120 mph less than 200 feet from my home. The speed at which these trains will be traveling through the heavily populated residential neighborhoods between San Jose and San Francisco is unsafe and dangerous. It is like building a airport runway through existing neighborhoods. A proposal to raise the tracks will create a long ugly scar through our neighborhoods and divide communities. Have we learned nothing from the beauty and sanity restored to neighborhoods in San Francisco by taking down the raised freeways? This type of noisy, concrete, cement barrier will create blight and destroy community life. It is dangerous for everyone, but especially children trying to cross town on their way to and from school.

Please do not run these fast, noisy, intrusive trains through EXISTING RESIDENTIAL NEIGHBORHOODS! Please consider a safer speed through the densely populated Peninsula residential area by using the existing baby bullet trains for the portion of the HST journey between San Jose and SF. Or, simply make the HST trip from San Jose to LA.

Thank you for your consideration.

Suzanne Bayley
2553 Emerson Street
Palo Alto, CA 94301

#1
Safety

#1
Aesthetics

#1
Noise

#1
Safety

#1
Bullet trains

#2
Terminate in
SJ

San Jose to San Francisco Scoping comment on a small postcard by Suzanne Bayley

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public safety*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics air quality*

Name	Address	Additional Comments on the Card
Suzanne Bayley	2553 Emerson St, Palo Alto 94301	None



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): NORMAN BEAMER City: Palo Alto State: CA Zip: 94301

Title (if applicable): President Phone: 650-617-4030 Fax: _____

Organization/Business (if applicable): Crescent Park Neigh. Assn E-mail: NORMAN.BEAMER@CRESGROV.COM

Address: 1005 UNIVERSITY AVE, PALO ALTO, CA 94301

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

#1
aesthetics
#2
at-grade
underground
grade
crossing

Our main concern is to avoid a high "wall" or embankment as the means by which to route the high speed line through Palo Alto. Every effort should be made to route the tracks at grade level or below grade in a tunnel or trench. Appropriate underpasses at cross streets as necessary.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 22



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

FEB 26 PALO ALTO

Name (please print): DOUGLAS BEETLESTONE City: PALO ALTO State: CA Zip: 94306

Title (if applicable): _____ Phone: 650 493 5409 Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: 4232 DARLINGTON COURT

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

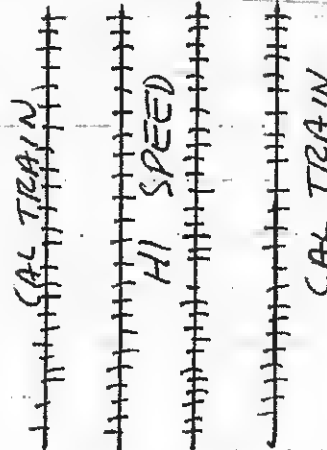
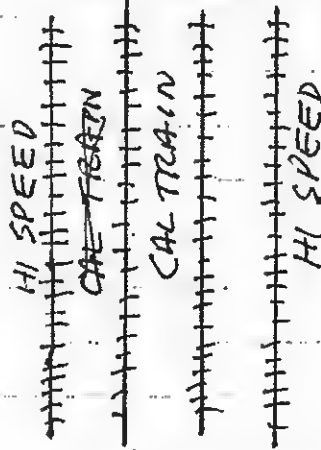
Please comment clearly.

MAR 9 2009

NOW

DURING
CONSTRUCTION

FINAL



#2
track
alignment

CAL TRAIN
ON THE
PENINSULA

CAL TRAIN
TRACKS IN THE
CENTER WITH
HI SPEED
BUILT ON
THE OUTSIDE

HI SPEED
TRAINS MOVE TO
THE CENTER TRACKS
FOR EXPRESS
SERVICE CAL-
TRAIN GOES ON
THE OUTSIDE
FOR LOCAL
SERVICE

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SL 23

Kris Livingston

From: Greg M. Bell [gbell@gryphonweb.com]
Sent: Saturday, April 04, 2009 9:12 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Build high speed rail from San Jose to LAX first.

Would the project be easier to begin and have the most value if the main high speed rail section was first built between San Jose, SJC, and the main Los Angeles terminal, LAX? Taking our current Cal Train from anywhere on the peninsula to San Jose regardless of the speed is not an issue for my family and probably not yours. It's the drive on highway 5 that's the big time waster, air polluter and energy drain; about 5-6 hours by car. Our East Bay neighbors can take BART once the connection is made to SJC, which is the closest Bay Area collecting point. If money does run dry, and it may easily in our current economy, the main section/leg has the most value, least community resistance and can sell tickets soonest to begin paying for itself. It sure would be ideal to have an SF to San Jose connection by high speed rail, but it's not a priority. Build high speed rail from San Jose to LAX first.

Best regards,
Greg M. Bell

Gryphon Web Design (email connect M-F bus. hours)
Web development & management for business - Since '96
Palo Alto, Ca 650 494-2805 Web: www.gryphonweb.com
(Pardon my brief emails; I always talk more by phone.)

2 Terminate in SJ

11
OVERALL
HST
PROJECT

2
NO PROJECT

3
TRAVEL TIME

Kris Livingston

From: Greg M. Bell [gbell@gryphonweb.com]
Sent: Saturday, April 04, 2009 8:55 AM
To: HSR Comments
Subject: Build high speed rail from San Jose to LAX first.

Would the project be easier to get started if the main high speed rail section was first built between San Jose and the main Los Angeles terminal? Taking our current Cal Train from anywhere on the peninsula to San Jose regardless of the speed is not an issue for my family and probably not yours either. It's the drive down highway 5 that's the big time waster, air polluter and energy drain; about 5-6 hours by car. If money does run dry, and it may easily in our current economy, the main section/leg has the most value. Build high speed rail from San Jose to LA first.

Best regards,
Greg M. Bell

Gryphon Web Design (email connect M-F bus. hours)
Web development & management for business - Since '96
Palo Alto, Ca 650 494-2805 Web: www.gryphonweb.com
(Pardon my brief emails; I always talk more by phone.)

#2 Terminate in SJ

11
OVERALL
HST
PROJECT

2

NO PROJECT

3

TRAVEL TIME

Kris Livingston

From: charlotteberney@aol.com
Sent: Thursday, March 19, 2009 12:26 PM
To: HSR Comments
Subject: El Palo Alto

Dear Sir or Madam,

I hope that whatever is done with the high speed rail line, there will be a way to preserve El Palo Alto, the heart and soul of Palo Alto and its history.

Sincerely,

Charlotte Berney

#1 ~~Get it now!~~
Biological

Live traffic, local info, maps, directions and more with the NEW MapQuest Toolbar. [Get it now!](#)

Dan Gallagher

From: Stuart Berman [stuberman1@mac.com]
Sent: Thursday, January 22, 2009 11:45 AM
To: HSR Comments
Cc: Bern Beecham
Subject: Please Tunnel High Speed Rail Through the Mid-Peninsula

Dear Dan,

I am a proponent of high speed rail and voted for it in November. I did so in the knowledge that the project might come through the peninsula either above or below ground.

High Speed Rail has the prospect for such great benefits that it was worth taking the risk of voting for it.

However, the benefits of this project will only be achieved if the rail line is placed in a tunnel running under the San Francisco Peninsula. If the rail line is above ground it will be so ruinous to the Peninsula way of life that it will probably exert a net negative impact on the Peninsula. I refer specifically to the raised rail bed (which might be 20 feet above grade?) that will divide the developed parts of the Peninsula in half, create an eyesore, and provide a platform for broadcasting train noise much further from the tracks than do the current tracks.

#2 underground.
#1 aesthetic noise.

Please fight to make high speed rail on the Peninsula the great asset to our community and the State of California that a well designed project can be. You can do that by ensuring that the tracks run through the Peninsula in a tunnel. Current and future generations will thank you for this decision.

#2 underground.

Sincerely,

Stuart Berman

Stuart Berman
2180 Cowper Street
Palo Alto, California 94301
(650) 321-7181
e-mail: stuberman@post.harvard.edu
(note: stuberman1@mac.com is a temporary address. Please do not use it.)

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:15 PM
To: Kris Livingston
Subject: FW: Feedback on Peninsula HSR proposal

From: Pam Bishop [mailto:pambishop@hotmail.com]
Sent: Monday, April 06, 2009 3:45 PM
To: HSR Comments
Subject: Feedback on Peninsula HSR proposal

Dear Mr. Leavitt and members of the Board of Directors,

We are writing to share our concern and dismay at the proposal to install High Speed Rail tracks above ground through the cities of the Peninsula. This is one of the most wonderful places in the world to live, and there must be a better way. We have just begun to realize a portion of what you are proposing. There has not been enough done to illuminate what this would mean to the population and neighborhoods of the Peninsula.

We live in Palo Alto and have lived here for all but 3 of the last 38 years. It is our home. Like most families our home and neighborhood is very dear to us. We have given up other things so we can remain in our home in our retirement years, but we are counting on our property value being maintained. Over the years, the Caltrain train traffic and noise has increased substantially. We have some relief during the night hours and less noise during the weekends. The proposed increase in train traffic and noise level proposed by the High Speed Rail is an unthinkable increase, not to mention the walling off of our city between neighborhoods with a high wall.

We are extremely concerned. We implore you to consider other alternatives which will not degrade the quality of life on the Peninsula. Current and future generations will thank you for your foresight.

Regards,

Mr. & Mrs. Robert Bishop

2760 Ramona St.

Palo Alto, CA 94306

Rediscover Hotmail®: Get quick friend updates right in your inbox. [Check it out.](#)

#7 poor public outreach
#2 no elevated tracks

#6 property value
#1 noise
#3 frequency of trains
#1 EJCOMM. Separation

#11 conclusion

I-SC 28.

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:48 PM
To: Kris Livingston
Subject: FW: High Speed Train

From: Abigail Black [mailto:abigailblack@gmail.com]
Sent: Wednesday, February 25, 2009 11:00 AM
To: HSR Comments
Subject: High Speed Train

Dear Man or Woman,

The trains are going to annoy me because my window faces it and I want it in a tunne. It will bug me when I'm sleeping. Will you take down the park? Please don't take down one thing.

Thank you,

Abigail Black, age 7
1920 Park Blvd
Palo Alto, CA 94306

← [#2 Tunnel
] #1
open space
] #1. noise

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:54 PM
To: Kris Livingston
Subject: FW: High Speed Rail Train

From: Gayle Black [mailto:black.gayle@gmail.com]
Sent: Monday, February 16, 2009 3:43 AM
To: HSR Comments
Subject: High Speed Rail Train

February 16, 2009

To Whom It May Concern:

I have been a resident of Palo Alto for 17 years. When my husband and I moved here we never dreamed we would be able to buy a home on the Peninsula. Yet, we loved the area so much that we decided we would make any sacrifice to be able to one day have a home in this beautiful area.

Miraculously we were able to buy a very run-down, old two-bedroom/one bath home in the Evergreen Park neighborhood of Palo Alto. We weren't in a financial situation to live in it, so we rented it out to cover the mortgage payment and then moved into a little cottage on Stanford campus with our two children. Nine years later we still lived in that cottage but had added two more children. Many times we wondered if the sacrifice was too great. We were living in a place with four children in one bedroom. But, time-and-again, we recommitted ourselves to doing whatever it took to, one day, live in our own home in Palo Alto.

Finally that day arrived. After 14 years of living in Palo Alto we had saved enough money to create our dream home. Due to the many problems with the existing home, we were ultimately faced with the arduous task of a complete rebuild, which, in Palo Alto, is no easy feat with all of the rules and regulations. The construction process took an unexpected three years, as our decision to use a "green" construction approach, with recycled light-gauge steel framing, resulted in substantial delays.

The long-awaited wonderful moment of completion and final inspection came in August of 2008. We had done it. We had scrimped, saved and lived in unfavorable circumstances, but felt it was all worth it because, we had a wonderful home in Palo Alto.

Now six months after the day our dream became a reality we learn we have been blind-sided by a monstrous, noise polluting, completely overbearing eyesore that will take over the neighborhood and destroy the peaceful quiet nature of this haven for hundreds of families. We now face the fact that the new high speed railway will be zooming past our front door 24 hours a day. We live on Park Boulevard, which faces the tracks that run along Alma Street. If this high-speed track is actually constructed according to current plans, you will have destroyed what took us 17 years to achieve and has been developed by the dedicated effort of the rest of the neighborhood over many decades. Please do not do this to us. There are other far superior options. A tunnel seems to be the most logical. Please take into consideration the many thousands of lives that will be affected by a decision made by a few. We will work with you to come up with a better plan, another solution, anything that will save our sanity and our dream.

Hopefully,

Gayle Black
1920 Park Blvd
Palo Alto, CA 94306

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:48 PM
To: Kris Livingston
Subject: FW: High Speed Train

From: Isabel Black [mailto:isabelblack@gmail.com]
Sent: Wednesday, February 25, 2009 10:57 AM
To: HSR Comments
Subject: High Speed Train

Dear Man or Woman,

I think you should make the train go underground, because my house is right across from it. It would be close to my front door. It would be hard to play at the park and my window is right next to it so I couldn't sleep. Also, my house is very cute and all of the wires would make it ugly.

#2 underground
#1 noise

#1 Aesthetics

Love,

Isabel Black, age 9
1920 Park Blvd
Palo Alto, CA 94306

San Jose to San Francisco Scoping comment on a small postcard by Martha Blackman

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics air quality*

Name	Address	Additional Comments on the Card
Martha Blackman	3550 Park Blvd, Palo Alto 94306	None

I-SC32

Dan Gallagher

From: Charles Blackwell [cc_black1@sbcglobal.net]
Sent: Saturday, January 24, 2009 1:04 PM
To: HSR Comments
Subject: ?San Francisco to San Jose HST?

Dear Ss and Ms of the HSRA and the Government of the State of CA:

In my past, I have had reason to do research, information analysis, planning, and most importantly, thinking, about the Enterprise of realization of a HSTS. This was in Texas during the time of UMTA and the Councils of Governments.

There are three things of paramount importance that I beseech you to always keep in mind as you pursue CA's HSTS:

1. An HSTS implies huge amounts of money. Huge amounts of money will fetch out of any society, veritable geniuses of spin doctoring, shell gaming, and misdirection of attention so as to maximize parasitism on the Enterprise. I have seen much of this in my career. *#5 funding*
2. Temperature variations and moisture variations can influence roadbed surface profiles so much in a short period of time that deadly transit conditions for a HST transit can be generated. If you are serious about the speeds, an automated laser theodolite instrumented leveling and coursing system must be included in the HSTS, and this has grave cost increase implications. *#7 transparency*
3. When all is said and done, time to destination is most simply implied by average speed, not by top speed, though the latter influences the former. Coming to a complete stop every 50 miles, 100 miles, etc. will destroy the performance of the HST, ruining its potential for short transit time intervals. Also the $R i^2$ losses during speed-up and slow-down will reduce system power efficiency. There is at least one remedy for this problem which allows the HST to maintain its speed capability, but it is a very expensive remedy. *#1 safety*
4. If the start-stop configuration is chosen for the HSTS, then you will find that the stop time interval will prove to be a real mill stone around the neck of the transit time goals, and that little can be done about it other than severely limiting the number of stops. This is not a politically comfortable situation; every mayor along the way along with county governments, is going to want a station. *#2 number of stations*
#2 speed/travel time
#2 number of stations

I wish the Tax Paying People of California the best of all possible outcomes in this grand endeavor.

Charles C. Blackwell, Jr.
12192 Atrium Drive
Saratoga, CA 95070-3145

Kris Livingston

From: Lissy Bland [lissybland@yahoo.com]
Sent: Monday, March 16, 2009 8:54 AM
To: HSR Comments
Subject: "San Francisco to San Jose HST"

In my previous email, I failed to mention one additional concern. That is how will you find the space to configure the high speed rail from the Evelyn to Mountain View Stations? Right now the light rail uses only one track from Whisman to Mountain View because the Mountain View mayor wanted to get the job done and did not want to fight the political battle to get the land for 2 tracks. Consequently, there is only one track from Whisman to Mountain View. When the train going north to Mountain View is sufficiently late, the train waiting in Mountain View leaves that station which means the train going north must wait for it to arrive at Whisman. When this happens at around 5:30, the majority of the customers who are planning to get off light rail at Mountain View and catch a baby bullet miss their baby bullet connection. How will the fact that there is only one light rail track along this part of the San Jose to San Francisco corridor affect the design?

#2 ~~Ab~~ Tracks
Alignment
#3 Coordinating
System Trunk

Lissy Bland
235 Wilton Ave.
Palo Alto, CA 94306

2. How do you intend to estimate the noise caused by the trains? What noise level is considered acceptable in a residential environment? How do you plan to mitigate the noise if it is unacceptable? How will this monetary value be used in a cost-benefit analysis of the project?

#1 noise
#5 cost/benefit

3. If elevated tracks are built, how do you plan to put a monetary value on the degradation to our quality of life caused by the noise of trains running every three minutes? How will this monetary value be used in a cost-benefit analysis of the project?

#5 cost/benefit
#1 noise
#2 tracks elevated

4. If elevated tracks are built, how do you plan to put a monetary value on the reduction in property values to homes that will view the tracks from their yards? How will this monetary value be used in a cost-benefit analysis of the project?

#6 property value
#5 cost/benefit

5. How do you intend to build this project while keeping CalTrain running? Apparently, the recent upgrade to the California Avenue station was built largely between the hours of 1-5 am, disturbing the sleep of residents living near that station for months. In the early part of this decade, CalTrain shut down operation every weekend to make the improvements necessary to run the baby bullet trains. The noise, every weekend was grinding. Do you plan to work outside of normal construction hours that are enforced for housing construction?

#3 other times
#3 coordination w/ other trains
#1 noise

6. How do you plan to evaluate the reduction to the quality of life to all residents of the entire City of Palo Alto caused by a 16-foot wall dividing the city in half? How do you plan to deal with the graffiti? What will it cost to keep the wall graffiti-free? Graffiti is a constant problem in the underpass that leads from the Evelyn Street parking lot for light rail and the Evelyn Street Station. Frequently, the gray paint that is used to erase the gang symbols painted in red does not cover the writing.

#1 aesthetic
community impact
#1 aesthetic

7. How many trees and large shrubs will be removed during the construction phase? How many trees and large shrubs will not be replaced in order to create a corridor that is wide enough for four sets of tracks? How will the loss of mature trees be factored into the cost-benefit analysis for the project?

#1 Aesthetic
#3 w
#2 tracks
#5 cost/benefit

8. Concerning the possibility of a station in Palo Alto, I do not see how this station provides a significant benefit beyond the two stations we already have. If passengers want to go to Palo Alto, they can simply take CalTrains from San Jose or San Francisco. The money that would have been used to build this station would be better spent on under grounding the tracks.

#2 station

9. Concerning the possibility of a station in Palo Alto, how did you get an estimate of 800 required parking spaces? This estimate seems low for a regional train facility that would also provide rental cars.

#2 station
#2 parking

10. Concerning the possibility of a station in Palo Alto, how will the increased traffic produced by this station be handled or mitigated? Do not forget to consider the traffic impacts of the new Stanford University Hospital and increased square footage at the Stanford Shopping Center that are currently in the planning stage.

#1 traffic
#2 station

11. Apparently the 280 corridor was rejected because of the difficulty of getting from 280 to the San Francisco Airport. Why does the high speed rail have to go to the San Francisco Airport? Travelers can already get to the San Francisco Airport on BART or CalTrains. What cost/benefit analysis went into the decision to this decision?

#2 airport access
#5 cost/benefit

12. How do you plan to build this service while keeping CalTrain operating?

#3 stop trains running

13. How do you plan to mitigate the construction noise?

#1 noise

14. How many houses and/or backyards do you plan to take by eminent domain? In my neighborhood, the houses that back up to railroad tracks have garages at the back of the lots. If the yards of these homes are taken, the lot sizes be below minimum size for Palo Alto zoning, and there would not be enough on-street parking to compensate for the lost garages which are required by the Palo Alto building code. How do you resolve this issue?

#6 eminent domain
#1 land use
#2 parking

I look forward to reading your scoping report.

Lissy Bland

235 Wilton Ave.

Palo Alto, CA 94306

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:58 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HSR

From: Andy Blumberg [mailto:andyblumberg@hotmail.com]
Sent: Monday, April 06, 2009 11:56 PM
To: HSR Comments
Subject: San Francisco to San Jose HSR

To Whom It May Concern:

When I first learned of prop 1A last year, I was very excited. Train travel has had a particular allure ever since the first train, and I have always been a supporter of public transportation. Here, I thought, we Californians can finally follow the example being set in Europe and Asia, and establish an environmentally friendly . In fact, back in November I was shocked that 1A only received 52% of the statewide vote, thinking that despite the cost, here, surely, was something everybody on the political spectrum could embrace.

Unfortunately, like most voters, I had no idea at the time that the Caltrain corridor had already been selected as the route the high speed rail would take on its journey from San Jose to San Francisco. Furthermore, according to everything I am currently hearing from CHSRA representatives, building the rail below-grade is not feasible; building it 15 feet above ground seems to be the only financially viable option. I live on Mariposa Avenue in the Southgate neighborhood of Palo Alto. It may be difficult for anybody who has not walked down our tree-lined street to fully comprehend the looming disaster that the high speed rail, as it is presently being planned, constitutes. So let me explain. Caltrain already passes by my backyard dozens of times a day. Although my fence is about nine feet tall, the rail-bed is slightly elevated and the trains are tall, which means that for a brief flicker every time a train goes by I see commuters sitting on the second level of the train. Though my family's home is in this sense already somewhat exposed, we have learned to overlook the train due to the beauty of the neighborhood, the charm of the house, and the excellence of nearby Palo Alto High School, which my daughter Antonia attended for four years. But please try to imagine what my family's situation will be if the high speed rail is constructed as it is currently planned. The rails will be 15 to 20 feet above ground; the train itself will presumably be another 10 to 15 feet tall. Taken as a sum, I therefore do not think it hyperbolic to characterize the entire thing as a zooming, towering wall of steel and concrete that would cast a massive shadow over my entire home and yard, especially in the mornings. All of this, of course, will be a moot point if our beloved home is not simply stripped from us with the power of eminent domain, a real possibility. Or perhaps the CHSRA will choose a more expedient option, amputating our entire backyard from the rest of our home because of the space the rail will require.

As you can probably tell, I am very upset with everything I know about CHSRA's current plan to build above-grade through the Caltrain corridor. In Palo Alto alone the plan stands to uproot hundreds of people from their beloved homes, or at least to open up an immense rift in the community and cast dozens of homes into an endless night of torment and despair.

Sincerely,

Andrew Jay Blumberg

Rediscover Hotmail®: Get e-mail storage that grows with you. [Check it out.](#)

#11 intro / background

#7 propA

#11 back ground

No Elevated Track
#2 Aesthetics

#6 eminent domain
#6 ROW Acquisition

#11 conclusion
#2 NO Elevated Tracks

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:57 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Andy Blumberg [mailto:andyblumberg@hotmail.com]
Sent: Tuesday, April 07, 2009 12:20 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

To Whom it may concern,

I feel misled by the HSR commission. I initially voted for prop 1A. I have traveled on high speed rail in Europe and have always thought this transportation system a great idea for California. However, if I had known in advance that the plan was for a massive wall and train cutting through miles of residential communities continuously throughout the day I wouldn't have voted for this proposition. In fact, I believe that the very important detail of using the Cal Train corridor - a plan that was already in place, was intentionally kept from the voting public because the HSR commission knew that it never would have passed if the people living in the Bay Area Peninsula were aware that this was indeed the plan.

#7
prop 1A misinform
#2 compare
foreign system
#7
prop 1A
misinformed
#1
Aesthetics

I believe that this plan is reckless. It will negatively alter the aesthetic of numerous communities on the corridor. I strongly feel that another plan should be implemented.

One last comment. I live on Mariposa Avenue in the Southgate community of Palo Alto. Although I am being told that all comments and ideas are going to be considered, I get the sense, after attending scoping meetings and city council meetings, as well as from current newspaper articles, that the HSR commission is going full force ahead with THEIR plan no matter what, and is simply pretending to listen - after all, it is the PC thing to do. I have also been told by one of the engineers at the scoping meeting in January that going underground is highly unrealistic. With the alliance of HSR and Cal Train I suppose that I am to assume that my house will now be taken by eminent domain.

#11
background

High speed rail is an excellent form of transportation. However, there must be a better route than slicing through main street and ruining thousands of people's lives. I urge and plead with you to reconsider the current plan to use the Cal Train corridor. If you must, then it MUST go underground.

#2
Alternate
Route
#2
underground

Sincerely,

Andy Blumberg

Windows Live™: Keep your life in sync. [Check it out.](#)

Dan Gallagher

From: paul boehm [paulboehm25@yahoo.com]
Sent: Thursday, January 22, 2009 7:19 PM
To: assemblymember.beall@assembly.ca.gov
Cc: HSR Comments
Subject: Thank you for the invitation

Honorable Assembly-member Beall:

Thank you for the invitation to join the public scoping meeting of the High Speed Rail Project. I will be flying to LA, so I will not be able to attend.

I believe the rail line is a tremendous opportunity, and fully support it. I support the proposed stations in SF, Milbrae, San Jose. It seems to me that Redwood City would be more advantageous than Palo Alto for the other station because it is closer to being half way between Milbrae and San Jose, but I would consider Palo Alto's arguments on this matter.

#2 support
#2 station in Palo Alto

If I can be of support in the future in this project, please don't hesitate to contact me.

Sincerely yours,

Paul Boehm
467 Pamilar Ave.
San Jose, CA

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:52 PM
To: Kris Livingston
Subject: FW: Many citizens of Palo alto do support the HSR project!

From: Andrew Bogan [mailto:aabogan@alumni.princeton.edu]
Sent: Thursday, February 19, 2009 4:37 PM
To: HSR Comments
Subject: Many citizens of Palo alto do support the HSR project!

The Southgate community meeting in Palo Alto on High Speed Rail earlier this week was dominated by a vocal, but poorly informed, minority of Palo Altans who oppose the California High Speed Rail project largely out of selfish fears that their property values might be negatively impacted by the slight expansion of the existing Caltrain rail corridor in their backyards. Nobody mentioned that Prop 1A won by a 625,000 vote margin state-wide and that our fellow Peninsula voters showed some of the strongest support for the measure back in November. In reality, our community is already divided in half by the Caltrain tracks, which are unattractive and home to one of the slowest, dirtiest (diesel-burning), outdated commuter trains in America. The opportunity to significantly improve this rail right of way in the context of developing High Speed Rail should be enthusiastically embraced by our City. Not only will the arrival of high speed rail bring new transit opportunities and vastly reduced travel times, we will also benefit from a modernized and more efficient electrified Caltrain on the new tracks. Palo Alto should be aggressively pursuing a HSR station to be located in our City, which would bring huge benefits and make it incredibly fast and easy for all of us to get to San Francisco, San Jose, or even Los Angeles. Which future is better for Palo Alto: being a center of NIMBYism and parochialism or being a vibrant community with world leading businesses, a top university, and a hub for efficient transportation? Redwood City is aggressively lobbying for the mid-Peninsula HSR station because their city's leadership understands the extraordinary economic benefits of having an HSR station and the opportunity it would create to elevate Redwood City to being the Peninsula's de facto center for business and culture. It would be truly foolish for Palo Alto to willingly pass the mantle of being the Peninsula's leading city to Redwood City. Having lived previously in two countries with high speed rail networks (Japan and Korea), I feel the need to emphasize how favorable of a transit alternative HSR really is. In Japan, for example, it is not uncommon to ride the shinkansen (bullet train) from Tokyo to Kyoto or Osaka for an afternoon business meeting or an evening dinner engagement and come home the same day. You can even board the morning train in downtown Tokyo and go skiing in the Japan Alps, with the train to gondola transfer inside the station in Niigata. In South Korea, the completion of the KTX high speed train not only made travel from Seoul to Pusan take about half as long as it previously did, it also transformed Daejeon, a university town 90 miles south of Seoul, from an often-forgotten location into a major center for business and academia and a viable community from which to commute into downtown Seoul. Contrary to some of the absurd statements made on Tuesday night that implied there was little to no local support for the HSR, many Palo Altans are strongly in favor of the project. I, too, live just a few blocks from the Caltrain tracks in Palo Alto with my wife and daughter and we strongly support the HSR and hope our City lobbies hard for an HSR station in Palo Alto. Would we prefer an underground solution? Sure, but if that were to prove to be prohibitively expensive (which seems likely), we still favor an above ground grade-separation solution if that is the only viable option for bringing High Speed Rail to Palo Alto.

#8
support

Andrew A. Bogan, Ph.D.
435 Sheridan Avenue 102
Palo Alto, CA 94306

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:50 PM
To: Kris Livingston
Subject: FW: Palo Alto is the best choice for a mid-Peninsula HSR station

From: Andrew Bogan [mailto:aabogan@alumni.princeton.edu]
Sent: Sunday, February 22, 2009 8:22 PM
To: HSR Comments; city.council@cityofpaloalto.org; planning.commission@cityofpaloalto.org
Cc: Marc Cohen
Subject: Palo Alto is the best choice for a mid-Peninsula HSR station

Dear Palo Alto City Council and Planning Commission:

The most vocal citizens at meetings on the subject of California High Speed Rail in recent weeks have been a small minority of NIMBY-inspired reactionaries trying to argue for an alternative alignment or a San Jose termination of the HSR long after those decisions were made. I wanted to voice the widespread support for HSR that many fellow citizens share (Peninsula voters strongly favored Prop 1A), and to request that several important reasons to locate the mid-Peninsula station here in Palo Alto be considered in the review process and planning:

#8
support
#2 station in
Palo Alto

- Palo Alto Station is the second highest ridership station on Caltrain after the San Francisco terminus and ahead of San Jose Diridon (Caltrain 2008 Ridership Survey). Redwood City is 6th, while Palo Alto's second station, California Avenue, has risen to 12th despite not offering the popular Baby Bullet service. Clearly San Francisco and Palo Alto are the two most important locations for HSR stations in the Bay Area based on rail ridership. San Jose desires a station and their population size mandates it. Millbrae is a SFO connection that is needed for multi-modal transit connections. There is little logic for a station in Redwood City (though I applaud their city government for its bold efforts to locate a station there).
- Palo Alto is home to the region's premier university, Stanford, and therefore an important destination in its own right for many students, academics, researchers, and technology experts from across the State and around the world.
- Palo Alto is more equidistant between Millbrae and San Jose Diridon than is Redwood City, making it a more logical location from which to attract HSR passengers from the Peninsula's major cities (such as neighboring Mountain View, which has more Caltrain ridership than does San Jose).
- Palo Alto and neighboring Menlo Park combine to be one of the most prominent financial centers on the West Coast with the lion's share of venture capital firms that make private equity investments in California's growing businesses as well as in businesses across the country and throughout the world. A Palo Alto station would not only give Silicon Valley and San Francisco based entrepreneurs better access to their investors, but would also connect America's premier venture capital center to the world with a high speed link to the airport at Millbrae/SFO.
- Palo Alto is a major center for technology and biotechnology entrepreneurship and for established technology businesses. Hewlett Packard, Google, and Facebook (to mention just a few well known local companies) were all started in Palo Alto. HP and Facebook are still headquartered here and Google is now a couple miles south in Mountain View. While many of America's most innovative businesses are sprawled all along the Peninsula and throughout Silicon Valley, one of the few concentrated centers, besides SF, that is near the rail right of way is here in Palo Alto.

#2
station
location
No station in
Redwood City
#2
station
location

- Despite a few vocal "Not in My Back Yard" complainers, Palo Altans in general have a proven record of high utilization of alternative transit with a strong pedestrian and cycling culture interwoven with a rail commuter culture. Palo Alto is again #2 after SF in the number of bicycles taken onto Caltrain.
- It would be a great benefit to our community for us to be able to board a bullet train and be in downtown San Francisco or San Jose in minutes. Similarly a <3 hour trip to LA is quite appealing. Perhaps most importantly for our fellow frequent travelers, of which there are many here in Palo Alto, would be the <10 minutes it would take to get to the SFO Station in Millbrae. Including a few more minutes to transfer onto BART for one stop into the airport terminal, Palo Alto residents could be checking in at SFO in less than 15 minutes, instead of sitting in traffic on 101.

#2
Station
Location
Traffic
#3
Transfer
between
systems

Clearly Palo Alto is ideally situated and suited for the mid-Peninsula HSR Station. Many thanks for considering these points in your ongoing analysis. I have previously lived in two countries with nationwide high speed rail networks (Japan and Korea) and therefore I appreciate the great benefits brought by HSR, especially to those communities that have stations!

#2
Station
Location

Sincerely,

Andrew A. Bogan, Ph.D.
435 Sheridan Avenue 102
Palo Alto, CA 94306

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:46 PM
To: Kris Livingston
Subject: FW: Palo Alto High Speed Rail Station

-----Original Message-----

From: Andrew Bogan [mailto:aabogan@alumni.princeton.edu]
Sent: Friday, February 27, 2009 11:03 AM
To: city.council@cityofpaloalto.org
Cc: HSR Comments
Subject: Palo Alto High Speed Rail Station

Dear Palo Alto City Council:

Joining the Atherton/Menlo Park NIMBY lawsuit against the Pacheco Pass High Speed Rail route, as advocated by our Vice Mayor in an odd outburst at the February 26 CAHSRA Scoping Session, would be a major tactical error in our shared goal of getting the best possible HSR train built for California with the least possible negative impact on our community.

Palo Alto should be strongly advocating for the mid-Peninsula HSR Station, which our neighbors up in Redwood City are outspokenly supporting for their town. Studies of the Japanese and European high speed train networks have shown that property values rise in cities with new high speed rail stations nearby. The economic benefits of a Palo Alto Station would be very large and a huge help in securing adequate funds for the significant additional costs of tunneling (typically 3-5 times the cost of above ground rail).

By far our best hope of getting the HSR put underground in a tunnel (which would solve most residents' concerns about noise and visual blight) is for our community to be seen as a reliable partner in developing the CAHSR, which eagerly wants a station in our community. Joining the lawsuit would almost certainly give the mid-Peninsula station to Redwood City and yet still is not likely to succeed in preventing the HSR from being built in light of the strong political support it has in Sacramento and Washington DC. It would be a tragedy for Palo Alto to essentially give up its voice in constructive criticism of the HSR project and end up being perceived as another obstructionist NIMBY opponent of High Speed Rail.

Our City Council should have a simple message to the CAHSRA:

1. We want the Station.
2. We want a Tunnel.
3. We are willing to help pay for it.

The most likely long term outcome of the "just sue them" approach is: no station, no tunnel, and an elevated train cutting Palo Alto in half. Basically, all the costs and none of the benefits for Palo Altans.

Sincerely,

Andrew A. Bogan, Ph.D.
435 Sheridan Avenue 102
Palo Alto, CA 94306

#11
Intro
Lawsuit

#2 Station in Palo Alto
#2 Compare w
Foreign
System

#2
Station
Location

#2 Tunnel
#1 Noise
#1 Aesthetics

#8
Support
#2 Station in Palo Alto
#2 Tunnel

#11

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:46 PM
To: Kris Livingston
Subject: FW: SF to San Jose HSR Comment on Tunnels under Palo Alto

From: Andrew Bogan [mailto:aabogan@alumni.princeton.edu]
Sent: Friday, February 27, 2009 12:53 PM
To: HSR Comments
Subject: SF to San Jose HSR Comment on Tunnels under Palo Alto

Please include "tunnel boom" analysis in your EIR.

Tunnels under Palo Alto and possibly under part of Mountain View, Menlo Park, and Atherton (where both sides of the Caltrain right of way are lined with residences) should be carefully studied in the EIR on HSR for the Peninsula. Obvious benefits include the noise reduction/elimination, no need for unsightly elevated tracks separating and residential communities, and the improved feasibility of keeping the tracks as straight as possible underground.

#2
Tunnel
#1 Noise
Aesthetics

However, one issue that was not mentioned at the scoping meeting in Palo Alto is "tunnel boom". HSR trains at high speeds create a very loud "tunnel boom" when emerging from a tunnel back to ground level. This boom is far louder, more sudden, and more disruptive than ambient train noise above grade. This means the design and location of any tunnel exits on the route will be of critical importance in mitigating the overall environmental impact. Please include "tunnel boom" analysis in your EIR.

#1
Noise
Tunnel
Boom

It may be worthwhile to study the Kyushu Shinkansen route (Japan's newest) which is 70% underground in tunnels to better understand their approach and success with tunnels as well as to learn any techniques they have used to mitigate "tunnel boom".

#1
Noise
#2 Compare to
Foreign System

Thank you,

Andrew A. Bogan, PhD
435 Sheridan Avenue 102
Palo Alto, CA 94306

#8 Support for Project

Kris Livingston

From: Andrew Bogan [andrew@boganassociates.com]
Sent: Friday, March 06, 2009 6:12 PM
To: Spaethling, Dominic
Cc: skyle@HNTB.com; tcobb@HNTB.com; jlitzinger@hntb.com; HSR Comments
Subject: Re: Getting involved in support of CAHSR in Palo Alto
Attachments: Monteosso, Italy elevated HSR.JPG

Dominic,

It was good to see you again at the Palo Alto City Council meeting on Monday night. Thank you for taking the time to come and for staying through the marathon session. Thanks, also, for sharing Sharon Kyle's contact information, I would be happy to help her with outreach in Palo Alto and around the Bay Area any way I can.

As you saw on Monday evening, I am quite willing to speak in favor of HSR on the record and my remarks to the Council were quoted in the local press:

http://www.PaloAltoOnline.com/news/show_story.php?id=11422

I have also posted many times in the comments following that article and a few others online over the past week. In every case, my goal has been to communicate the facts about the project, an approach that has definitely generated some anger and frustration among the NIMBY opponents of HSR. I have also posted some comments on Robert Cruickshank's California HSR blog in the past few days to help other proponents of HSR understand the situation here in Palo Alto. In addition, I exchanged emails with Clem Tillier (I discovered Clem graduated from Princeton two years before me) who runs a great blog on Caltrain-HSR compatibility.

On Tuesday I did an hour long video-taped interview with Brittany Maling in Stanford's Journalism Masters program, since she was having difficulty getting HSR supporters to speak on the record for her coverage of Palo Alto's response to HSR (which may indicate how much intimidation success the NIMBYs are having in the area). If Sharon has other suggestions of how to help with HSR outreach in the future, please let me know.

A few themes from my own foray into speaking with many local HSR opponents (most of whom literally have Caltrain in their back yards) that might be helpful in planning a strategy to counter Palo Alto, Menlo Park, and Atherton NIMBYism were:

1. People are really worried about **elevated tracks**. Ensure tunneling is properly studied in the EIR with all the costs and *benefits* and communicate more clearly that no alignment would be elevated the length of the Peninsula or even the entire length of Palo Alto, should tunneling not be chosen. All the talk about a "Berlin Wall" is ignorant, but it resonates and spreads fear and fuels opposition. For any material showing renderings of sections of the tracks that might be elevated, please make sure to include attractive landscaping! Even walls, which could be necessary in places, look OK with ivy growing up them--show them that way. Similarly, show chain-link fences with morning glories, jasmine, or trumpet vines covering them, as they quickly would in this climate. This level of detail may sound silly to scientists and engineers like ourselves, but it makes a huge difference to communicate with pictures that elevated train tracks are not required to be hideous (see attached photo of elevated HSR in Italy).

2. People are worried about noise and nobody is addressing those concerns. I know that steel wheels of lightweight HSR trains on welded steel rails supported by concrete are MUCH quieter than Caltrain's double decker diesel trains on ancient tracks going clicky-clack. Most people do not know this. It is very important to include accurate sound measurements of the existing Caltrain (and its whistle) at various distances from the tracks accelerating, braking, and at its 79 mph max speed. The same needs to be done and clearly communicated for HSR trains at 125 mph (please also remind people this is about half speed). Not just the

#8 Support

#1

#2
elevated
tracks
tunneling
illustration

#1
noise

I-5C 42

noise from one HSR train, but different train sets from every major HSR network at least including Japan, France, Spain, and Taiwan should be measured and the results published. People need to have confidence that the final selection criteria for HSR train set suppliers to California will have strict noise minimization criteria.

#1 no 15e
#2 compare Foreign System

3. CAHSRA has not been clear enough with Peninsula residents as to **why the Caltrain corridor was selected in the first place**. For those of us who are familiar with infrastructure projects, the absurdity of trying to squeeze HSR on top of 101 going over the freeway overpasses and constructing it all in the middle of a massive freeway prone to earthquakes with inadequate additional right of way is clear. Most people, however, think it sounds perfectly reasonable since "engineers can do anything" and need to be told many times that these alternatives were studied and ruled out for rational and specific reasons of engineering feasibility, existing accessible right of way, environmental impact, and future ridership projections based on accessible population densities. Similarly, the Altamont question would be better addressed by saying it may be an **additional** future alignment to extend the system into Oakland someday (which CAHSRA official maps already indicate) but that it is not the preferred alignment on the Peninsula, since it would bypass San Jose, which is a larger city than SF and make the desirable SFO connection to HSR at Millbrae much more challenging. Prop 1A specifically approved a San Francisco to San Jose HSR connection that is law. The best alignment for that connection is obviously the Caltrain corridor, but it needs to be communicated more clearly to Peninsula residents.

#7 Poor outreach
#2 alignment
#10. describe why

4. Most of the **NIMBY rhetoric** compares the status quo to a scary future of grade separated, elevated HSR and Caltrain tracks. The CAHSRA (and Caltrain for that matter) needs to communicate that the future is either grade separated Caltrain (paid for locally) or grade separated Caltrain with HSR (paid for largely by State and federal funds). There is no true "No Build" option on the Peninsula, just a "Build anyway, but with slow trains" option. Caltrain is already stuffed at commute hours and they already plan electrification and further grade separation of crossings (many of which have already been done incrementally over the years--like all of San Carlos and Belmont and some of Palo Alto's major crossings). If people believe it's no change versus years of disruptive construction of HSR, they will be opposed. If they learn the truth that Caltrain is likely to do most of this construction over the next several decades anyway, they will see the massive benefit of getting it all done at once and including a HSR train with a mid-Peninsula station (hopefully in Palo Alto!).

#2 grade separated
#7 provide info

#7 outreach

5. People are worried about impacts on their **property values**. The sooner property at risk of eminent domain is clearly identified for each alignment option, the better, since it will almost certainly be less than most NIMBYs currently claim. Also, the many studies showing *increased property values* (+20% or more) around rail development, including specific studies on HSR in other countries, need to be better publicized. CAHSRA probably has many of these already. Two that I found, which are both accessible to a layman are at:

#6 property value
#7 Poor presentation

"The Development Effects of High-Speed Rail Stations and Implications for California" by Brian Sands, IURD, UC Berkeley, 1993.

<http://www.uctc.net/papers/115.pdf>

#11
#8 support

"Impacts of Rail Transit on Property Values" by Roderick Diaz, Booz Allen & Hamilton.

<http://www.apta.com/research/info/briefings/documents/diaz.pdf>

6. **Traffic flow** issues are acute for towns that already have peak-hour traffic problems. Credible studies of the impacts on traffic flow for each alignment will help greatly in alleviating fears. While it seems clear to me that grade separations would *improve traffic flow* in Peninsula cities, this needs to be emphasized. Has San Carlos or Belmont done a study of flow after they did grade separations? Also, if we are fortunate enough to get a Palo Alto HSR Station, people are frightened of more vehicle traffic downtown. We need to remind people who hear "800 space, 4 story HSR parking garage" and panic that we already have two fairly new multi-hundred space parking garages walkable to the station and the new one being considered is on *El Camino Real* where more than 800 cars already pass all day long. Furthermore, it would be right across El Camino Real from a lot more

#1 traffic

than 800 existing spaces at the Stanford Shopping Center. In fact, a well-designed Palo Alto HSR Station could do wonders in integrating the two major retail centers of our town, Stanford Shopping Center and University Ave, helping to bridge (perhaps with a pedestrian tunnel) the true barrier in our city--El Camino Real. I know some members of the Palo Alto Planning and Transportation Commission support these ideas. Commissioner Dr. Arthur Keller would be a good place to start.

#1
to the

Thanks again for all your efforts and my apologies for the cold reception that some of my fellow Palo Altans gave you earlier this week and last, their outbursts did not represent this fine town well or accurately. There is a lot of support for HSR in this community, but most supporters do not have time to attend community meetings.

#1

Have a good weekend,
Andrew

Andrew A. Bogan, Ph.D.
Managing Member
Bogan Associates, LLC
andrew@boganassociates.com
415-577-5520 mobile

----- Original Message -----

From: "Spaethling, Dominic" <Spaethling@pbworld.com>
To: andrew@boganassociates.com
Cc: skyle@HNTB.com; tcobb@HNTB.com
Sent: Friday, February 27, 2009 3:47:22 PM
Subject: Re: Getting involved in support of CAHSR in Palo Alto

Andrew,

Thanks very much for your vote of confidence. One of the best ways that you can help is to write to a local paper. I have Cc'd Sharon Kyle, our outreach coordinator, to talk with you about possible communications opportunities.

#1

When things settle down, I would like to talk about your investment experience. It sounds very interesting!

Thanks again for your support!

Dominic

----- Original Message -----

From: Andrew Bogan <andrew@boganassociates.com>
To: Spaethling, Dominic
Sent: Fri Feb 27 12:42:40 2009
Subject: Getting involved in support of CAHSR in Palo Alto

Dear Dominic,

Many thanks again for your willingness to come to Palo Alto and take questions and comments from our

#1

community last night. My apologies that so many of my fellow residents were at times disrespectful and unruly. As one of the (seemingly silent) majority of voters on the Peninsula who strongly support High Speed Rail from SF to San Jose and onto LA, I wanted to reiterate my willingness to help build community support for the project in any way that you think would be constructive.

#1
#8 Support

As an investor, I manage the Bogan Science Fund, LP and the Bogan Infrastructure Fund, LP both of which make global investments in listed stocks of companies around the world in science, technology, or infrastructure. We have made several rail investments over the years, primarily in East Asia, so I am familiar with the costs and benefits of constructing and operating high speed rail transportation. I have also previously lived and worked in two countries with high speed rail systems: Korea with its KTX and Japan with its shinkansen network, so I appreciate the fantastic benefits of travel by high speed rail.

#2 Foreign System

I have already shared my comments and perspective on why Palo Alto is the ideal location for the mid-Peninsula HSR station with our City Council and I plan to attend Monday's meeting at City Hall in support of those views (I will forward my comments to you in a separate email). If there are any meetings you think I should attend or groups that might want my help to support HSR here on the Peninsula, please let me know. Similarly, if you or any of your colleagues would like the perspective of a professional infrastructure investor at any point in the process, I am happy to help. (To clarify, the Bogan Infrastructure Fund, LP invests in public equity not private equity, so there is not likely to be any role for us as an investor in CAHSR at any time in the foreseeable future, leaving me with a more unbiased investor's perspective.)

#2 San Francisco Location
#8 Support

#1
#8 Support

Cheers,
Andrew

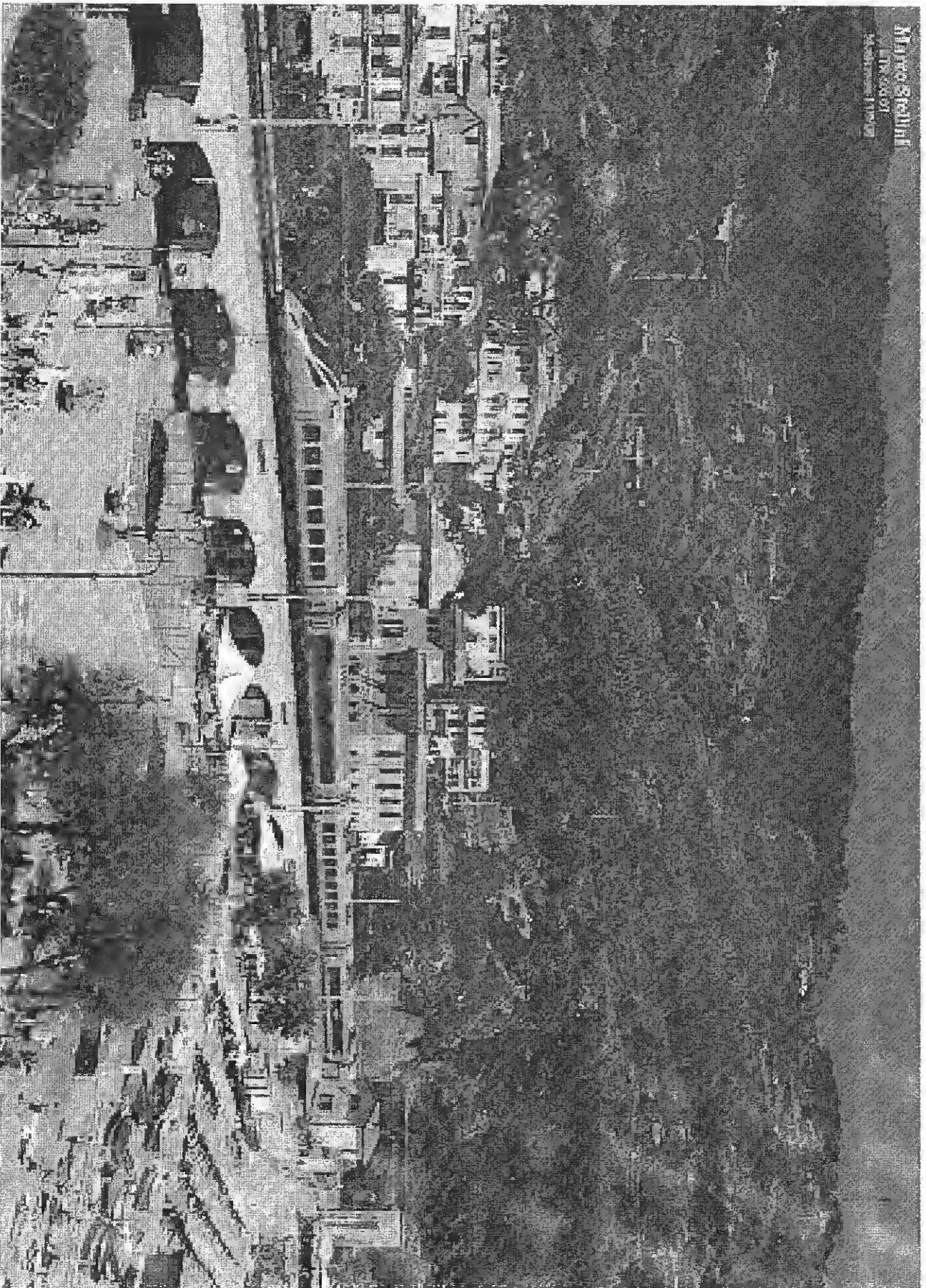
Andrew A. Bogan, Ph.D.
Managing Member
Bogan Associates, LLC
andrew@boganassociates.com
415-577-5520

PS I am a Palo Alto resident living 3 blocks from the Caltrain tracks with my wife and baby girl.

#11

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

Marco Stelling
LIT 2401
Madison 11/19/20



Kris Livingston

From: Andrew Bogan [aabogan@alumni.princeton.edu]
Sent: Monday, April 06, 2009 10:53 AM
To: HSR Comments
Cc: Dominic Spaethling
Subject: San Francisco to San Jose EIR Scope

Dear CHSRA,

Please include the following in the scope of the EIR/EIS for the Peninsula Corridor: *J #1 intro*

1. A study of track curvatures, including in the planned tunnel from 4th and King to SF Transbay Terminal, to ensure that curve radii do not rule out the selection of Japanese train sets or force significant redesign of existing trains sets should a Japanese vendor be selected for California's HSR system. It is critically important to the long term success of this project that all major foreign vendors of HSR trains be able to participate on equal terms in the eventual vendor selection process for train sets and it would be foolish to allow arbitrary track designs in SF or elsewhere to badly bias the outcome of this open process. Japanese shinkansen train sets have the best record of proven seismic safety and they should definitely be considered for California HSR (they were chosen in Taiwan largely for seismic safety reasons). Also please consider the unpleasant screeching noise associated with tight turns with regard to passenger comfort. *#2 tracks
#2 foreign
systems
#1 noise*
2. A study of seismic monitoring and safety systems available for all HSR trains from all possible train set vendors, since they will need to operate near and over active faults in California. Earthquake safety will be important to the eventual success of California's HSR and the public will want to know that it has been properly addressed. It is critically important that no design decisions (track spacing, curvature, etc.) be allowed to restrict the possible selection of Japanese rolling stock with its proven record of safety during earthquakes. On October 23, 2004, a Joetsu shinkansen train was derailed, for the first time in 40 years, by a major earthquake without a single passenger fatality: *#1 Geology
& Soils
#1 safety
#2 foreign
system*

<http://www.asahi.com/english/nation/TKY200410260129.html>

Thank you,

Andrew A. Bogan, Ph.D.
Palo Alto, CA

Kris Livingston

From: Sinead Borgersen [Sinead.Borgersen@webex.com]
Sent: Friday, April 03, 2009 8:31 AM
To: HSR Comments
Subject: re high speed Train

I am very much in favor of the high speed train from Sacramento to LA and from San Francisco to San Jose. I think its an excellent project to stimulate the California economy as well as give us the much needed transportation. In doing so we reduce our carbon footprint as well as make California an easier state to commute around. The fact we don't have one is a sad testament to how America and the states have lagged behind their counterparts around the world.

#8 Support

So yes please - bring on the high speed train and thank you for your attention

Kindest Regards

Sinead

Cisco
webex

CISCO

Sinead C Borgersen

Corporate Sales

Sinead.Borgersen@Webex.com

Phone: 408-566-5549 Mobile: 408-679-3808

Fax: 408.496.4306

WebEx Communications, Inc.

3979 Freedom Circle

Santa Clara CA 95054

USA

www.webex.com

 Think before you print.

This e-mail may contain confidential and privileged material for the sole use of the intended recipient. Any review, use, distribution or disclosure by others is strictly prohibited. If you are not the intended recipient (or authorized to receive for the recipient), please contact the sender by reply e-mail and delete all copies of this message.



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): Marc Boyd City: San Jose State: CA Zip: 95125

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: marcboyd@yahoo.com

Address: 2601 Almaden Rd

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

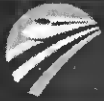
It is my hope that the CA High-Speed Rail Project will have little-to-no effect upon wildlife migrations and wildlife habitats. It is important to have mitigation measures in place to allow the free-flow of native animal species. #1 BIO

I'd also like to make a comment about the need to have this project to be pedestrian-friendly and bicycle-friendly, especially in urban areas. #1 traffic #1 climate change

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 45



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): James Brady City: San Jose State: CA Zip: 95123
Title (if applicable): _____ Phone: 408.319.0614 Fax: 408.224.1812
Organization/Business (if applicable): _____ E-mail: jimbbrady1@yahoo.com
Address 250 Omica Dr

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

1. Use of the Cal. Train corridor makes a lot of sense. #8
2. I am concerned that the system be designed to support bike riders both in terms of access and in terms of capacity of the rail cars to have bikes kept safe and secure. #11
traffic circulating bikes

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 46

Kris Livingston

From: Karen Brannon [kbrannon@almaden.ibm.com]
Sent: Sunday, April 05, 2009 2:33 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Following are my comments concerning the route for the California High Speed Rail from San Francisco to San Jose.

#1 intro

Please consider all options for the route of the high-speed train through the Bay Area Peninsula. Options for various sections of the route include:

- * Caltrain Corridor
- * 101 Freeway
- * 280 Freeway
- * El Camino Real for sections to avoid residential neighborhoods

#2 alternate route

I am strongly opposed to any above ground route for the high-speed rail through residential neighborhoods of Mountain View, Palo Alto, Menlo Park and Atherton. The negative environmental impact on these neighborhood in particular and on the entire cities involved is considerable and not justifiable. If the high-speed rail route must run through neighborhoods, it must be built underground.

#2 underground

Tunneling technology is more advanced and cheaper than in the past. China is in the process of building subways beneath cities. we can do that as well. Please see the following article from the New York Times.

<http://www.nytimes.com/2009/03/27/business/worldbusiness/27transit.html>

#2 tunnel

#2 foreign system

Karen W. Brannon

K. W. Brannon
193 Ely Pl
Palo Alto, CA 94306
650-856-6698
email: kbrannon@almaden.ibm.com

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:53 PM
To: Kris Livingston
Subject: FW: Scoping Period Comment

-----Original Message-----

From: Scott Brenneman [mailto:sbrenneman@jps.net]
Sent: Wednesday, February 18, 2009 11:18 AM
To: HSR Comments
Subject: Scoping Period Comment

Hello,

I'd like to enter the following comments concerning the HSR project, specifically about the San Jose to San Francisco section. I live in Palo Alto, have been a frequent Caltrain rider in the past, am a supporter of mass transit, and voted in favor of Measure 1A. I also live a couple of blocks from the Caltrain right-of-way.

Given the population density on the Peninsula, esp. around the Caltrain tracks, running the HSR via this route seems like a tall order, i.e. very expensive and disruptive. Many homes and businesses will be adversely affected, and some destroyed, if an above-ground system is built. It will also create a high wall effectively splitting the town in two.

The way I see it, this is just not a feasible approach. Either the trains should run underground, or the HSR should stop at San Jose and Caltrain should be upgraded (electrified, intermodal station, etc.) to make getting to San Jose to take the HSR quick and easy. I understand that there is a political stake in the ground regarding "LA to SF", and therefore it will be psychologically difficult to back off from HSR all the way to SF vs. stopping at SJ. However, being inflexible will serve no one except the egos of those pushing the HSR project. The impact on the citizens of the towns up and down the Peninsula should be of greater importance than political careers and public image. An above-ground approach is just too destructive to be reasonable.

Other alignments, such as along Hwy 101 or I-280, should be reconsidered as well.

People who live in this area are deeply concerned that the decisions have already been made, and that this public input phase is just for show. Large projects such as this have a history of having their own momentum, with powerful people pushing them in exchange for a share of the glory. Please prove to us that this is not the case, and that you are willing to seriously consider alternatives which increase quality of life for the people living along the route, rather than decrease it as the current plan will almost surely do.

Thank you.
Scott Brenneman
Palo Alto, CA

#2 Terminate
in San Jose
#3 Upgrade
existing
rail
facilities

#11 Intro
letter
#1 Community
Impacts

#6 Streets
Businesses
#7 Env Justice
#2 Sound Wall
#2 Underground

#4
#2
NO
above
ground

#2 ALT route

#7 Trans-
parency
#9
opposed

Kris Livingston

From: cynthia.bright@comcast.net
Sent: Sunday, April 05, 2009 9:13 PM
To: HSR Comments
Cc: cynthia.bright@comcast.net
Subject: San Francisco to San Jose HST

Dear Members of the High Speed Rail Authority --

I write to express my concerns about the plans for the high speed rail through Palo Alto using the CalTrain corridor.

Please note in general that I support high speed rail, and I support CalTrain. In fact, I use CalTrain's service from Palo Alto to San Francisco often when I have business in the city.

That said, I am opposed to the current discussion of elevating the tracks through Palo Alto, creating a Berlin Wall that will divide the city. What's more, it will turn the bike path which connects Palo Alto High School and the neighborhoods of Southgate and Evergreen to downtown Palo Alto into an unfriendly concrete corridor that will discourage bike and foot traffic. Walking next to a 15-20 foot wall will be very uninviting, not to mention blisteringly hot on warm and hot days as the bike path lies on the west side of the tracks. The concrete and the heat will likely discourage bike and foot traffic, which is the wrong result for a project that is trying to bring green benefits to the state.

In addition, I am concerned about the visual impact of an elevated train and its poles and wires. I believe that this structure will likely be visible from my house, two blocks away from the train tracks. This raises the concern that my backyard, while currently private, will not be. This concern would exist for others in my neighborhood and in other sections of town.

I am also concerned about the level of noise in my neighborhood, Southgate (bounded by Churchill, El Camino Real, Alma, and Park Avenue). While we currently live with CalTrain two blocks away at grade, elevating the tracks will broadcast the noise of the trains, including the nightly freight trains, deeper into the neighborhood, likely over trees and houses. Houses that currently have little or manageable train noise will now suffer with train noise broadcast from a platform 20 feet in the air.

This is not a welcome possibility. I am concerned that while the high speed rail trains are supposed to be quieter, there will be more of them per hour, they will be faster, and they will be elevated. This sounds like it will raise the noise profile in my neighborhood. And, I have not heard about anything that will address the noise of freight trains, which are much louder than CalTrain, and run at night.

I am concerned that the recent discussions of moving from four tracks to two tracks will not solve any of these problems. The number of tracks will not change the issues with crossings at grade, which has been as I understand it the driver for elevated tracks or tunneled tracks. Nor would it lessen the impact of a 15-20 foot wall dividing human-scale, walkable neighborhoods in Palo Alto (at least at California Avenue, and in the neighborhoods of Evergreen, Southgate, Professorville, downtown Palo Alto), and in Menlo Park (in at least the Willows and downtown Menlo Park).

I would be open to the no build solution, which has the high-speed rail stop in San Jose. I would also be open to a decision to tunnel under Palo Alto and Menlo Park, and I understand that this decision has already been made for San Jose.

I understand that the Palo Alto City Council has submitted a letter with similar concerns. To the extent that they have voiced the same concerns as those expressed in this email, I join them.

#1
background
text

In working on California's mass transit systems, do not destroy our walkable and peaceful neighborhoods. A walkable town, where people walk and bike to work, errands, and leisure, is even more green than any high-speed rail project. Please be mindful of these special features in Palo Alto and Menlo Park.

#1
land
use
community
impacts

Thank you for your consideration.

Kind regards, Cynthia

Cynthia Bright
1503 Escobita Ave.
Palo Alto

Kris Livingston

From: steve.broadbent%40alumni.usc.edu [sbroadbent@comcast.net]
Sent: Monday, April 06, 2009 1:03 AM
To: HSR Comments
Cc: sbroadbent@comcast.net
Subject: San Francisco to San Jose High-Speed Train Project EIR/EIS Scoping Comments

Steve Broadbent
575 Washington Ave
Palo Alto, CA 94301-4046
sbroadbent@comcast.net

April 6, 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Scoping Comments for California High Speed Rail Authority's San Francisco to San Jose High Speed Train (HST) Environmental Impact Report / Environmental Impact Statement (EIR/EIS)

Dear Mr. Leavitt:

The High Speed Train (HST) project which has been proposed to follow the Caltrain right-of-way from San Francisco to San Jose will have very significant impacts on the health, safety, and quality of life of Peninsula residents. This project, if built, will change the Peninsula forever. The project EIR/EIS must fully address the issues and subjects raised by the City of Palo Alto and the residents of Palo Alto. In addition to those concerns, I ask you to also address the following:

1. The "No Build" option should be considered a viable alternative to the proposed project scenarios, and variations of the "No Build" option should be evaluated. The EIR/EIS should look at "No Build" scenarios where investment and improvements are made in the Caltrain system, not only a baseline of the current state. For example, the HST could stop in San Jose and passengers could do a cross-platform transfer to an improved Caltrain system for travel from San Jose to existing stations along the Peninsula. HST or other investment in the Caltrain system would make the "No Build" option even more attractive than it already is.
2. The financial and economic analysis of the project alternatives must be based on the incremental benefits and costs of the San Francisco to San Jose HST segment, not the state-wide HST program assumptions. The Benefit/Cost Analysis must do a multi-variant sensitivity analysis on variables including but not limited to ridership projections, revenue assumptions, construction costs, and operating costs. What if ridership isn't there? What if revenue falls below break even? What if construction costs skyrocket? What if operating costs are higher than projected? What if ...?
3. What value do you place on quality of life? The HST will significantly impact the quality of life of residents in Palo Alto and other communities on the Peninsula. Quality of life, health, and safety impacts include but are not limited to:
 - a. Noise levels (#1 noise level
 - b. Air pollution, including but not limited to dirt, dust and contaminants sent airborne by frequent and high speed trains

#11

#2 Alternative

#5 cost/Benefit

#5 social cost

#1 Air quality

I-SC 50

- c. Loss of economic benefit, especially for those homes and businesses along the HSR route | #5
- d. Emotional stress | #5 social cost
- e. Increased risk of accidents causing property damage, loss of life, and injury | #1 safety
- f. ELF and EMF radiation | #1 HAZ
- g. "victimless crimes" such as graffiti and vandalism | #1 Aesthetic
- h. Loss of community as HSR bifurcates cities like Palo Alto | #1 Land use
4. Noise levels should not exceed parameters established by the City of Palo Alto, but it unclear what noise criteria will be used by HST in the EIR/EIS. What sound walls will be implemented? | #1 noise
5. If an HST station is built in Palo Alto, these additional considerations must be addressed: | #2 station
- a. Increased auto and bus traffic into Palo Alto from neighboring communities. | #1 traffic
- b. Increased local air pollution due the increased auto and bus traffic. Palo Alto's air quality will degrade significantly if the HST station is built in Palo Alto. The local impacts must be fully acknowledged, not subordinated to macro impacts at a project or program level. | #1 Air quality
- c. Need for increased police and public safety operations due to influx of people and vehicles. Who pays? | #1 safety public services
- d. Increase in crime due to influx of people. | #1 safety
- e. Increase in traffic accidents, loss of property and personal injury. | #1 safety
- f. Speed limit on some major arteries (e.g., Embarcadero) is 25 mph. | #3 speed
6. The EIR/EIS must include visual representations of the impacts leading design alternatives will have on Palo Alto. For example, what would an elevated, 4-track system look like with a sound wall? How will the views of the hills be affected? How will sunlight be blocked? How will daylight planes be affected? | # aesthetic
7. The EIR/EIS must address the impacts of construction and ongoing operations on groundwater. Tunneling or trenching will degrade groundwater. Tunnel designs that require permanent dewatering systems may violate the Constitution of California (Article 10 Section 2) which states that water use must be reasonable as well as beneficial. The waste or unreasonable use or unreasonable method of use of water, including groundwater, must be prevented. The conservation of such waters is to be exercised with a view to the reasonable and beneficial use thereof in the interest of the people and for the public welfare. The California Legislature finds that contamination of groundwater poses serious public health and economic problems for many areas of the state (Water Code Section 13701). | #1 Hydro
8. Any movement of the soil along the Caltrain right-of-way may spread long-standing containments such as arsenic in the air and water. A complete soils analysis must be done before any excavation begins, and mitigation measures must be employed to protect the health and safety of workers and the public. | #1 Geo
9. There are 29 Superfund sites in Silicon Valley, the most concentrated number of Superfund sites in America. A number of these sites underlie the proposed HST route between San Francisco and San Jose. For example, the HP-640 PMR Superfund site is located in Palo Alto, near the Oregon Expressway Underpass (OEU) traversed by Caltrain. Two areas have been designated as ground water study areas, the California Olive Emerson (COE) Study Area (named by the bordering streets) and the Perimeter Area which represents the limits of the known ground water contamination plume. Reference http://oaspub.epa.gov/enviro/cerclis_web.description_report?pgm_sys_id=CAD980884209. HSR construction activities, especially trenching or tunneling, would impact the contaminant plume and potentially accelerate it's migration into residential areas. | #1 HAZ
10. Due to the following specialized conditions within Santa Clara County, requirements for excavation and construction may be more stringent than the current Federal statute and State regulations:
- All groundwater resources in Santa Clara County are designated as having "actual or potential beneficial uses" by the Santa Clara Valley Water District;
 - Domestic and industrial users in Santa Clara County obtain as much as 50% of their water from groundwater wells;
 - Agricultural users in Santa Clara County obtain almost all of their water from groundwater wells;
 - There are over 1000 active fuel contamination sites and 500 active solvent contamination sites in Santa Clara County;

- There are over 20 Superfund (National Priority List) sites in Santa Clara County.

#1 HAZE

11. Dewatering during construction activities or permanent dewatering of below-ground structures can cause ground settlement in a zone of influence well beyond the boundaries of the HSR right-of-way. The Groundwater Committee of the Underground Technology Research Council of the American Society of Civil Engineers Technical Council on Research in its publication, Dewatering – Avoiding Its Unwanted Side Effects, discusses the risks of dewatering operations. Among the side effects are:

#1 Hydro

- a. Ground settlement due to improper dewatering.
- b. Ground settlement of compressible soils due to the load created by dewatering.
- c. Depletion of adjacent groundwater supplies.
- d. Salt water intrusion.
- e. Expansion of contaminant plumes
- f. Release of polluted ground water into the environment.
- g. Damages to timber piling caused by aeration due to dewatering.
- h. Harmful effect on vegetation or wetlands.
- i. Development of sinkholes.

12. Palo Alto is proud of its extensive tree canopy. The parks in our city represent a vital element in the quality of life. Many of these parks contain trees of great size and age which could not easily be replaced. Where such trees exist within the zone of influence of dewatering systems, their viability is at risk.

#1 BIO

13. Where extensive heavy-duty foundations are installed into aquifers which are shallow or of limited thickness, the concrete walls or groups of piles might interrupt horizontal groundwater flow, causing a damming effect. Groundwater levels can rise on the upstream side of the structure and be lowered on the downstream side ... Such barriers divert the groundwater flow around the sides of the structure and can reduce the supply to groundwater sources, or cause flooding of adjacent properties. (M. Preene, et al, in their paper, Potential Groundwater Impacts from Civil Engineering Works)

#1 Hydro

14. Greenhouse gas production during construction activities must be considered, including material lifecycle greenhouse gas production. For example, cement production is one of the leading causes of greenhouse gases. The front-loading of increased greenhouse gas emissions may be more damaging than the purported reduction in greenhouse gases over a long time horizon.

#1 climate change

15. Where will the electric power come from? The source pollution of oil, gas, or coal fired powered plants need to be factored into the analysis. Not all electricity can be sourced from wind, solar and hydroelectric power.

#1 energy

16. The demand for large transit oriented development around the HSR stations must address the impact on communities of the increased population. Those impacts include but are not limited to clean water, sanitation, power, food supplies, and schools.

#6 TOD

Thank you for considering my input as you prepare the Environmental Impact Report / Environmental Impact Statement for the California High Speed Rail Authority's San Francisco to San Jose High Speed Train (HST).

Sincerely,

(signed)

Steve Broadbent

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 4:06 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: 192-09_Attachment[1].pdf

From: Mary Brodbeck [mailto:mary.brodbeck@sbcglobal.net]
Sent: Monday, April 06, 2009 1:11 PM
To: HSR Comments
Cc: mary.brodbeck@sbcglobal.net
Subject: Fw: San Francisco to San Jose HST

--- On Mon, 4/6/09, Mary Brodbeck <mary.brodbeck@sbcglobal.net> wrote:

From: Mary Brodbeck <mary.brodbeck@sbcglobal.net>
Subject: San Francisco to San Jose HST
To: comments@hsr.ca.gov
Cc: mary.brodbeck@sbcglobal.net
Date: Monday, April 6, 2009, 12:13 PM

Thank you for the opportunity to provide comments on this very important project. I concur with all of the comments from the City of Palo Alto and have attached them to include if CHRSA does not receive an official copy from the City of Palo Alto.

In addition to the attached, I have some comments:

1) Trees along the ROW provide many benefits to the community and it is very difficult to mitigate the benefits of mature trees in the short term. EIR should delineate how many trees along the ROW that will need to be removed or significantly trimmed not only in Palo Alto, but along the entire segment from SJ to SF (and an estimated average height, width and distribution of species)

Furthermore, the EIR should include a plan of how many trees will plant be planted in mitigation, what is the distributin of species, what the average tree size will be when planted and an estimation of when they will reach the height and width equal to the trees tbat have been removed. Also, the document should specify who will pay for the planting and maintenance of these trees.

2. Sound and vibration are significant concern to the communities. As such, the sound and vibration impact studies need to take into account the following: impact not only to properties immediately adjacent to the ROW (including PA high school, PA Medical Foundation and other businesses and residential housing), but also locations in other parts of the city (e.g., 2 blocks away, 4 blocks away, 6 blocks away, etc...) and consider the impacts to people and animals both in buildings and walking/biking/in cars/playing in the parks or sports fields, etc...

Sound and vibration studies also need to evaluate the impact of more than one train passing at the same time on different tracks and the increased frequency of train noise (less quiet time between trains so more cumulative noise per hour).

Sound and vibration impact should also be studied for the construction period with all of the same rigor and detail as the long term impact.

3. Soil studies and Potential Toxic Cleanup needs to be evaluated along the tracks and ROW. Per the attached article, it is not uncommon to find lead, oil and arsenic in nearby soil. As appropriate, the Environmental Protection Agency and the Department of Toxic Substances Control should be involved.

<http://traeypress.com/content/view/13782/2242/>

4. Consider an option that end HST at San Jose and provide easy cross platform connection to an electrified CalTrain to SF that is not grade separated. Grade separation is the most problematic issue along the peninsula and we need to review the pros and cons of an option without grade separation. Options that increase the "Baby Bullet" travel time from SJ to SF should also be examined (e.g., faster speeds, fewer stops, etc.).

5. Public Safety - Disaster planning (terrorism or natural disaster). Most of the PA population is on the East side of the ROW and the major hospital and medical center are on the Western side of the ROW. How can the community help those in need if the ROW crossing becomes compromised? An elevated structure that becomes compromised and not crossable would be of significant concern. Open trench and other options may also pose problems. Construction impact of the above should also be studied.

6. Safe School Corridors - How will students walk/bike/drive to school when they need to cross a ROW everyday? Study both construction impact and LT impact. Will PAUSD need to provide busing? What would be the cost and who would pay for that? What would the daily time/hassle impact to our students?

7. Outline the sequence of any potential road closures in PA - Will Meadow & Charleston & Churchill need to be closed at the same time? How will residents and students move through the city?

8. Methodology - EIR process should define (preferably through a process of community input), a methodology for evaluating the "softer" impacts of different HST options through suburban communities. Examples include visual impact of different scenarios, community impact, construction impact, traffic impact, sound/vibration impact, etc... Part of the decision process needs to include human and qualitative input that is just as important as quantitative data. Methodology should be clearly outlined and vetted.

9. Dust impact should be evaluated for both construction and the LT impact of faster and more frequent trains. The air quality impact to animals and humans (especially with health related breathing issues such as asthma) needs to be studied.

10. Catenary Electrical System - Need long term safety studies for humans and animals living in close proximity to these.

Also, where is the electricity for the system being sourced? How will it impact the Palo Alto utilities (including but not limited to service levels, load ability, ability to service demands peaks, ability to expand, etc?). Who will pay for this electricity?

11. Impact to Palo Alto City Emergency Water Storage.

12. Wildlife Impact - not only migratory birds, but other wildlife (land and water) that live or cross the ROW area.

Thank you,

#1 Geology & Soils
#1 Hazards

#2 Terminate in San Jose
#2 at grade

#1 safety & Security

#1 traffic & circulation
#1 public services

#2 construction planning

#7 public outreach
community meetings

#1 Air

#1 Hazards
#1 safety

#1 Utilities

#1 biological resources

Draft

March 31, 2009

Dan Leavitt, Deputy Director
 California High Speed Rail Authority
 925 L Street, Suite 1425
 Sacramento, CA 95814

RE: City Of Palo Alto Scoping Comments for the California High Speed Rail Authority's San Francisco To San Jose High Speed Train (HST) Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

Dear Mr. Leavitt:

Thank you for the opportunity to comment on the California High Speed Rail Authority's San Francisco to San Jose High Speed Train (HST) EIR/EIS process. The California HST project will have a long-lasting and far-reaching impact on the City of Palo Alto. The proposed HST would be located along 3.8 miles of the Caltrain right-of-way through the middle of the City, where the Caltrain tracks already bifurcate the City from east to west. It is important that the HST project fully address all potential impacts on this developed area, and that the project include urban design and engineering solutions to minimize impacts and potentially reduce community divisions or barriers.

#1 intro

The following are issues and subjects that the City of Palo Alto requests be included in the scope of work for the project level EIR/EIS for the California High Speed Train Project from San Francisco to San Jose.

Use of City of Palo Alto Significance Criteria

1. Palo Alto requests that the Authority use the City of Palo Alto significance criteria in evaluating the impacts for the section of the HST project within the city limits of Palo Alto and that the EIR/EIS at minimum compare the impacts using the City's standards of significance and the Authority's Project-Level Environmental Analysis Methodologies. A copy of the City's criteria is attached to this letter.

#1 significance criteria

Rail Alignment, Profile, and Right-of-Way

The City of Palo Alto's Comprehensive Plan includes a number of Transportation goals and policies that support improved local, regional, and intercity transit. Transportation Goal T-2 states "a convenient, efficient, public transit system that provides a viable alternative to driving. Policy T-7 states: "support plans for a quiet, fast rail system that encircles the Bay and for intra-county and transbay transit systems that link Palo Alto to the rest of Santa Clara county and adjoining counties." Program T-17 supports the Caltrain electrification and its extension to downtown San Francisco. However, the scope and magnitude of a high speed rail project along the existing Caltrain right-of-way in Palo

#1 traffic & circulation
#1 land use

Alto was not envisioned at the time the Comprehensive Plan was adopted and issues related to the alignment and profile of this project raise new concerns for the City that need to be addressed in the EIR/EIS. This project must also address Comprehensive Plan Transportation Goal T-5 which reads "a transportation system with minimal impacts on residential neighborhoods." The EIR/EIS should:

2. Provide a complete analysis of all linear rail corridor elevation options including at-grade, elevated, or depressed including open trench, cut and cover, and tunneling. All options, including the depressed options, should be evaluated to the same level of detail as the elevated track proposal to provide adequate information to the public of the environmental, economic, visual, and operational impacts or benefits of each alternative. #2 elevated/underground
#1 Alternatives
3. Evaluate an alternative that would end HST at San Jose and rely on upgraded electrified and grade-separated Caltrain connections to/from San Francisco, including facilitating improved Caltrain access and speeds and possible reduction in the number of tracks required in the Caltrain corridor. The Palo Alto station is the second busiest on the Caltrain line and as such serves approximately 3,700 boardings per day. Caltrain's future 2025 Plan provides for electrification and an increase in the current 96 daily trains up to 172 trains. The EIR/EIS should evaluate whether Caltrain could provide the frequency, capacity and speed for the connecting service between San Jose and San Francisco in lieu of HST service. #2 terminate at San Jose
#3 train speeds
#1 traffic & circulation
4. Evaluate an at-grade option with grade separated crossings and HST service running at Caltrain Baby Bullet speeds from San Jose to San Francisco, with and without a mid-peninsula station in either Redwood City or Palo Alto. #2 grade separation
#2 station locations
5. Evaluate running HST service underground in the adjacent Alma Street right-of-way while maintaining Caltrain service in the JPB right-of-way. [Note: I recommend not including this comment, but have shown it anyway.] #2 underground
6. Evaluate alternatives that would eliminate or substantially minimize the need to acquire additional right-of-way. The railroad right-of-way abuts single family residences, Palo Alto High School, a shopping center, businesses and city parks, which form the fabric of the community. Any and all alternatives that would not involve acquisition of right-of-way should be fully evaluated in the EIR/EIS. #6 ROW acquisition
#1 Alternatives
7. Evaluate alternatives that would reduce the number of required tracks in the right-of-way to less than four tracks. The evaluation should also include how many shoofly tracks would need to be built during construction and their impacts on right-of-way requirements for the project. #2 tracks
#1 Alternatives
8. Include an alternative that does not retain freight service on the Caltrain right-of-way between San Jose and San Francisco and the requisite freight service design #3 coordination with Freight
#1 Alternatives

requirements to accommodate diesel-powered freight trains that could preclude other HST alternatives that would be most appropriate and environmentally sensitive for the Peninsula.

Traffic Circulation and Safety

The Palo Alto Comprehensive Plan includes numerous Comprehensive Plan policies to improve multi-modal connectivity. Policy T-17 reads "increase cooperation with surrounding communities and other agencies to establish and maintain off-road bicycle and pedestrian paths and trails utilizing creek, utility, and railroad rights-of-way." The project has the potential to impact traffic circulation and safety within Palo Alto. The Caltrain right-of-way runs the length of Palo Alto and currently creates a linear barrier to east-west travel. The City has only four at-grade vehicular crossings, three grade-separated vehicular crossings that may require modification, and two grade-separated bicycle and pedestrian tunnels. The EIR/EIS should:

#1 traffic & circulation

#3 train speeds
#1 Alternatives

9. Evaluate service options that include HST operating at the same speeds as Baby Bullet express trains from San Jose to San Francisco and the safety benefits that could derive by running slower speed trains in an urban and residential environment such as Palo Alto and the Peninsula.

10. Evaluate the impact of underground or elevated HST alternatives to restore at-grade road patterns at existing undercrossings at Embarcadero Road, University Avenue, and Oregon Expressway.

#2 underground/elevated
#1 Alternatives

11. Analyze the full traffic circulation, traffic safety, and emergency response impacts of any proposed closures of the four existing at-grade crossings.

#2 at grade crossings
#1 traffic & circulation

12. Analyze traffic impacts to City streets affected during construction, and specifically identify any streets that would be detoured or closed during construction or permanently as part of the project.

#1 traffic & circulation
#1 construction impacts

13. Assess the traffic impacts associated with a HST station in Palo Alto independent of the traffic impacts of the HST project alone. This would include increased traffic on local Palo Alto streets associated with access to and parking demand at the Palo Alto HST station. The primary access streets include at minimum: University Avenue, the gateway to the downtown, Stanford University, and the transit center; Alma Street and El Camino Real (State Rte 82) which parallel the Caltrain corridor.

#1 traffic & circulation

14. Evaluate the impact of the high speed rail project alternatives including the impacts of any disruption to, or elimination of, the City's pedestrian/bicycle trail that runs on the west side of the railroad tracks from the Palo Alto Caltrain station to Churchill Avenue. Portions of the trail are located on an easement within the Caltrain right-of-way.

#1 traffic & circulation

15. Evaluate incorporating new and upgraded pedestrian/bicycle grade separations of the railroad, as recommended in the 2003 Palo Alto Bicycle Transportation Plan. The plan calls for reconstruction and upgrading of the pedestrian/bicycle undercrossing at California Avenue and new pedestrian/bicycle grade separation of the Caltrain tracks in South Palo Alto and one north of the Palo Alto station to provide safe alternatives to at grade crossings of the tracks with motor vehicle traffic. The Churchill, Meadow, and Charleston crossings also are school commute corridors. Exclusive pedestrian/bike grade separations would provide safe alternatives to these vehicular crossings. #1 traffic & circulation
#1 Alternatives
16. Evaluate how the project will impact or could implement the planned long-range improvements identified in the 2002 Palo Alto Intermodal Transit Center Plan. The Palo Alto Intermodal Transit Center (PAITC) conceptual plan consists of both transportation elements and community amenities. Transportation elements include expanded rail and bus passenger service capacity, an at-grade intersection of Alma Street and University Avenue, the re-design of University Avenue between Alma and Palm Drive, and provision of a bicycle and pedestrian under-crossing of Caltrain near Alma and Everett. Community amenities include an urban park and civic space, public art, and urban design features. #1 traffic & circulation
~~new~~
17. The EIR/EIS should analyze how the project when built and during construction would impact access to the VTA transit center at the Palo Alto station and impact on Samtrans, VTA, Stanford Marguerite, Dumbarton Express and other local bus and shuttle services within Palo Alto. The bus transit center accommodates over 15 local and regional bus and shuttle lines which provide a high level of service to the Palo Alto community and neighboring jurisdictions. The EIR/EIS should evaluate impact on access to and operation of these routes, and the potential impacts resulting from shifts traffic on surface streets. #1 traffic & circulation
18. The EIR/EIS should evaluate all potential safety impacts from construction and operation of the HST. Palo Alto is highly urbanized along the railroad tracks, and accidents or explosions from trains traveling at 125 mph could have severe impacts on nearby residences, businesses, roadways, schools and other facilities. Hundreds of residences, three public parks, Palo Alto High School, and the Palo Alto Medical Foundation all immediately abut the railroad tracks or Alma Street. The impacts to be studied should include, but should not be limited to:
- a. The potential for derailment from elevated or at-grade tracks through Palo Alto, and measures (crash walls, etc.) to assure that adjacent residences and businesses would not be affected. #1 safety
 - b. The potential for pedestrians to cross into the rail right-of-way, and measures (fencing, other barriers) proposed to eliminate potential conflicts. #1 safety

- c. The potential for explosion or hazardous releases from passenger or freight train crashes or derailments in an elevated, at-grade, tunnel or trench configuration, and considerations relative to earthquake or terrorism events.
 - d. The potential for conflicts between heavy freight trains and lighter passenger trains, whether in an elevated, at-grade, tunnel or trench configuration.
 - e. Hazards from construction, including from equipment and machinery, traffic to and from the site, and construction vibrations. Impacts should be assessed on adjacent residents and businesses, as well as potential damage to streets and other public facilities.
- #1 safety & security.
#1 geology & soils
#3 coordination w/ freight.
#1 safety & security
#1 hazards

Environmental Impacts

The EIR/EIS process requires that a substantial number of environmental issues be addressed. Key issues identified by the City of Palo Alto City Council are outlined below, generally accompanied by relevant Comprehensive Plan policies.

Visual

The City of Palo Alto Comprehensive Plan contains many policies directed towards maintaining and enhancing design of private and public facilities to be attractive and compatible with nearby residences, commercial development, and public spaces, including streets. While the Comprehensive Plan focus is on building and roadway construction, the EIR/EIS should address similar goals for the proposed High Speed Train. The EIR/EIS should:

#1 Aesthetics

- 19. Analyze how visual impacts would vary with different vertical track alignments and should identify measures to reduce visual impacts to the community. In particular, the visual impacts of the "catenary" electrified system and associated retaining walls are potentially extensive, adding potentially unattractive clutter and unsightly structures to an alignment that may be 20 feet above grade. These lines would occur immediately adjacent to hundreds of homes, as well as businesses, parks, schools, and other facilities and would be visible from all of Alma Street and from many points some distance away from the actual tracks. The document should evaluate alternative technologies that would avoid the catenaries, including third rail technology, along with the tunnel or trench designs.
 - 20. Evaluate the solar impact of elevated HST structures on shading of surrounding properties.
 - 21. Address the impacts of the widened right-of-way, grade separations, and construction scenarios on existing trees and other vegetation, and should outline substantial mitigation to minimize the visual impacts of the project, including providing for extensive landscaping to screen the facilities as much as possible.
 - 22. Address the visual impacts of components of the project other than the rail lines, trains, and catenaries, including any proposed safety fencing or walls. Techniques and
- #1 Aesthetics
#4 Catenary System
#2 tunnel
#2 trench
#1 Aesthetics
#1 Utilities
#1 biological resources
#1 Aesthetics
#1 Aesthetics

treatments should be proposed to minimize the intrusiveness and unsightliness of those facilities, and to provide for as much openness and green space as possible.

23. Outline the visual impacts of all of the potential roadway overpasses and underpasses, with the attendant visual impacts from all proximate areas, and the impacts on loss of existing landscape and open space. Again, techniques and treatments of the overpasses and underpasses should be provided to minimize the visual impacts.

#1 Aesthetics

24. Use state-of-the-art Visualization technology, including photorealistic models and animation, to demonstrate each of the alternatives, as well as adjacent and connecting pedestrian, bicycle, and transit facilities along the actual rail route through Palo Alto. This should also include simulations of potential development above and near the alignment with tunnel or cut-and-cover options.

#1 Aesthetics

25. Evaluate the likelihood an elevated train alternative with vertical walls would attract graffiti and assess the ongoing cost to mitigate the impact.

#1 Aesthetics

Noise

The City of Palo Alto Comprehensive Plan includes Goal N-8, which reads "An Environment That Minimizes the Adverse Impacts of Noise." Policy N-39 indicates that the maximum outdoor noise level in residential areas is suggested to not exceed an Ldn of 60 dB. Policy N-40 reads: "Evaluate the potential for noise pollution and ways to reduce noise impacts when reviewing development and activities in Palo Alto and surrounding communities." Policy N-41 indicates that "When a proposed project is subject to CEQA, the noise impact on existing residential land uses should be evaluated in terms of the increase in existing noise levels..., regardless of existing background noise levels" and specifies that a significant impact is found if the increase in the 24-hour noise level (Ldn) increases by 5.0 dB or more in an existing residential area if the Ldn remains below 60 dB, or 3.0 dB if the resultant Ldn exceeds 60 dB. Policy N-42 notes that measures to reduce noise impacts should be required, and outlines a number of possible, though not exclusive, means to do so. The EIR/EIS should:

#1 Noise

26. Use the City of Palo Alto's significance criteria to define whether noise impacts are significant with respect to adjacent residential, commercial, park, school, or other uses or sensitive receptors.

#1 significance criteria

#1 Noise

27. Evaluate how constant and intermittent noise levels would vary with the different vertical track alignments (i.e. tunnel, trench, track at grade, elevated track), including all three operators (HST, Caltrain and Union Pacific) and then outline methods to reduce those impacts to "less than significant" levels. The impacts of such methods, particularly noise walls, should also be evaluated for their visual impacts.

#1 Noise

28. Identify the noise from horns from all trains, based on the increased frequency of train operations. The City understands that most cities on the Peninsula will create quiet

#1 Noise

zones under the new Federal Railroad Administration (FRA) regulations to eliminate the sounding of train horns at all crossings. The HST analysis should be based on the assumption that all train horns have already been eliminated and that Caltrain has been electrified. These circumstances should be considered existing in the No Project alternative.

29. Evaluate noise during the construction period, and document measures and phasing approaches to minimize those impacts. The project is clearly extensive in scope and in timeframe, and substantial potential exists for excessive noise impacts in proximity to the rail right-of-way.

#1 noise

30. Evaluate the impact on adjacent properties caused by vibration associated with each construction method, as well as the permanent vibration increase from the rail operations, and mitigations to reduce those impacts to "less than significant" levels.

#1 noise

Natural Resources

The City of Palo Alto Comprehensive Plan includes a Natural Environment chapter that includes the following language: "Palo Alto will respect and manage natural resources in a way that sustains the natural environment and protects our foothills, baylands, creeks, parks, wildlife and open space legacy." The EIR/EIS should:

#1 recreation & open space

31. Evaluate the project impacts on waterfowl and migratory birds on the Pacific Flyway.

#1 biological resources

32. Analyze the impacts of the project on existing aquifers, and subsidence on shallow groundwater areas.

#1 groundwater

33. Evaluate the impact of a natural disaster scenario such as earthquake or flooding from an earthquake or sea level rise.

#1 geology & soils

Utilities

34. Evaluate the impact of relocation of both City-owned and private utilities located above ground and underground within and/or crossing the Caltrain Corridor.

#1 utilities

Hazardous Materials

The City of Palo Alto Comprehensive Plan Goal N-6 which reads: "An Environment Free of the Damaging Effects of Biological and Chemical Hazardous Materials." Policy N-30 states: "Minimize the use of toxic and hazardous materials. Encourage the use of alternatives materials and practices that are environmentally benign." Goal N-10 states: "Protection of Life and Property from natural Hazards, Including Earthquake, Landslide, Flooding, and Fire."

#1 Hazards

35. Evaluate the impact of the project on known toxic plumes near the Caltrain right-of-way including, but not limited to, the plume at the Oregon Expressway railroad underpass.

Air Quality

The project has the potential to significantly impact air quality in the City and region. The Comprehensive Plan includes Goal N-5 to provide clean, healthful air in Palo Alto and the San Francisco Bay Area. Policies dealing with air quality relevant to the HST project include Policy N-27 that discusses reducing emissions from construction activities and Policy N-29 that calls for potential sources of odor and/or toxic air contaminants to be adequately buffered or mitigated in order to avoid odor and toxic impacts. In addition, the Comprehensive Plan includes numerous policies intended to reduce air quality impacts by reducing traffic impacts that are addressed in this letter in the traffic and circulation section. The analysis in the EIR/EIS needs to address how the HST could impact the City's air quality. It should:

#1 AQ

36. Evaluate air quality impacts resulting from the increase in trains along the corridor as well as any increase in pollutants resulting from the high speed of the trains. The potential for increased air quality impacts from elevated tracks should also be analyzed. Any additional air quality impacts resulting from locating a station within Palo Alto should also be evaluated, e.g., any increase in pollution from train idling or acceleration in leaving the station.

#1 AQ
#2 Station locations

37. Evaluate construction activity impacts from construction dust and construction equipment emissions for the various corridor options including at-grade, elevated or depressed including open trench and tunneling.

#1 AQ
#1 Construction impacts

Trees and Vegetation

The HST project has the potential to adversely impact trees and vegetation located adjacent to the Caltrain right-of-way. The Comprehensive Plan includes Goal N-3 that calls for a thriving "urban forest" providing ecological, economic, and aesthetic benefits for Palo Alto. Policies that support this goal include Policy N-14 that calls for protection of the City's urban forest and Policy N-17 that addresses the protection and preservation of heritage trees on public and private property, as well as the City's tree protection ordinance contained in Palo Alto Municipal Code Chapter 8.10. In furtherance of these policies, the City has developed a Tree Technical Manual that establishes specific technical regulations, standards and specifications necessary to implement the City's Tree Preservation and Management Regulations adopted in 1997. The analysis in the EIR/EIS should:

#1 biological resources

38. Evaluate alternatives that would preserve the 1,100 year old El Palo Alto coast redwood tree and/or minimize impacts on this historic tree and historic site. This tree has the distinction of being the first and oldest living California Historic Landmark and has a life expectancy of 300 more years. Independent agency designations of this tree are as follows: 'State of California Historical Landmark No. 2-The El Palo Alto'

#1 biological resources
#1 Alternatives

Redwood; Santa Clara County, 'El Palo Alto—a Point of Historical Interest'; City of Palo Alto 'Heritage Tree #1'.

39. Analyze and identify mitigation to offset the impacts of loss (removal or trimming) of protected trees and vegetation screening along the Caltrain right-of-way consistent with the City's Tree Technical Manual Tree Value Replacement Standard.

#1 biological
resources
#1 Aesthetics

Creeks

The proposed project has the potential to impact several creeks in Palo Alto that cross the Caltrain right-of-way. The City's Comprehensive Plan Goal N-2 that calls for conservation of creeks and riparian areas as open space amenities, natural habitat areas and elements of community design. Implementing Comprehensive Plan policies N-11, N-12 and N-13 call for preserving the integrity of riparian corridors, preserving the habitat value of creek corridors and discouraging creek bank instability by minimizing site disturbance and vegetation removal on or near creeks. The EIR/EIS should:

#1 biological
resources
#1 hydrology

40. Evaluate construction impacts on San Francisquito Creek, Adobe Creek, Barron Creek and Matadero Creek channels with regard to riparian habitat and creek flows and stability.

Cultural and Historic Resources

The HST has the potential to adversely impact historic properties and disturb archaeological resources located adjacent to the Cal Train Corridor. Goal L-7 of the City's Comprehensive Plan calls for the conservation and preservation of Palo Alto's historic building, sites and districts. Policy L-51 encourages upkeep and preservation of resources, Policy L-54 supports the goals and objectives of the Statewide Comprehensive Historic Preservation Plan for California and Policy L-60 calls for the protection of Palo Alto's archaeological resources. The EIR/EIS should:

#1 cultural/
historical
resources

41. Evaluate the impact on historic structures listed or eligible for listing on the National Register of Historic Places and/or the California Register of Historical Resources, structures listed on the City of Palo Alto's Historic Inventory, and areas identified as potential National Register historic districts in the "Palo Alto Historical Survey Update: Final Survey Report" by Dames & Moore, dated February 2001.

#1 historic
resources

- a. The Southern Pacific Railroad Bridge, a 1902 steel truss bridge that is eligible for the National Register and is adjacent to the El Palo Alto Tree;
- b. The Southern Pacific Railroad Depot (currently the University Avenue Caltrain Depot), listed on the National Register and listed on the City's Historic Inventory in Category 1;
- c. The "Hostess House" designed by Julia Morgan in 1918, that is adjacent to the University Avenue Caltrain Depot, and is listed on the National Register and on the Historic Inventory in Category 1;

- d. The University Avenue Underpass, constructed in 1941 and eligible for the National Register;
 - e. The Embarcadero Underpass, constructed in 1936 and eligible for the National Register;
 - f. The Mariposa Avenue component of the potential National Register "Southgate" historic district;
 - g. 3905 Park Boulevard, a ca. 1905 residence eligible for the California Register.
 - h. Significant mid-twentieth century modern properties near the HST project.
42. Identify alternatives that would avoid or minimize project impacts on identified historic structures or areas.
43. Evaluate the change in context for the historic Caltrain depot even if the building is not moved or directly impacted. The addition of widened tracks, retaining walls and catenary poles immediately adjacent to the historic train station could have an impact on the depot.
44. Evaluate impacts and provide mitigation to offset disturbance of any Native American archaeological sites located adjacent to the Caltrain right-of-way, including the San Francisquito Creek and Matadero Creek areas.

#1 Historic Resources

#1 Cultural Resources

Parks and Recreational Opportunities

The HST has the potential to impact four neighborhood parks that provide recreational areas for residents. Comprehensive Plan Goal C-4 calls for attractive, well-maintained community facilities that serve Palo Alto residents. Comprehensive Plan Policy C-26 calls for maintaining and enhancing existing park facilities and implements that goal. The EIR/EIS should:

#1 Recreation & open space

- 45. Evaluate the impact on City dedicated parks and recreational opportunities, including El Camino Park, Peers Park, Bowden Park, Robles Park, Ventura Park and El Palo Alto Park. This would include impacts on the loss of playing fields and potential mitigations.
- 46. Evaluate the potential for a linear park along the Caltrain right-of-way with the tunneling or cut and cover alternatives

Population and Housing

- 47. Evaluate the project impact on population growth and increased jobs; evaluate the potential for worsening of the jobs/housing imbalance in Palo Alto, including the impacts on infrastructure and new infrastructure to support jobs.

#1 population & housing

Climate Change

The HRT project will result in greenhouse gas emissions particularly during construction. The City's Climate Protection Plan identifies City and community goals to reduce carbon dioxide emissions by 15% from 2005 levels by 2020. The Comprehensive Plan Amendment now being prepared will provide a sustainability component to help implement these goals. The HST project is represented, however, as reducing greenhouse gases by providing a transportation option to automobiles and airplanes. The EIR/EIS should:

#1
Climate
change

48. Provide an extensive and comprehensive analysis of climate change impacts associated with the implementation of the various options and alternatives through the mid-Peninsula area and identify measures to limit greenhouse gas emissions during construction and long-term for each alignment and configuration.
49. Document in detail how the project and this alignment in particular will reduce greenhouse gases, as compared to other rail or transit options.

Land Use and Urban Design Issues

The City of Palo Alto's Comprehensive Plan includes an extensive number of goals and policies that direct new construction and development to promote maintenance and enhancement of neighborhood compatibility, connections and services, and facilitation of pedestrian, bicycle and transit access. Goal L-2 states: "An Enhanced Sense of Community" with Development Designed to Foster Public Life and Meet Citywide Needs." Goal L-3 states: "Safe, Attractive Residential Neighborhoods, Each With Its Own Distinct Character and Within Walking Distance of Shopping, Services, Schools, and/or Other Public Gathering Places." The Comprehensive Plan also encourages development of transit and pedestrian-oriented development around transit stations (Program L-14) and suggests (Policy L-27) that the City "Pursue redevelopment of the University Avenue Multi-modal Transit Station area to establish a link between University Avenue/Downtown and the Stanford Shopping Center" and "Encourage residential and mixed use residential development in the California Avenue area" (Policy L-29). The proposed project, therefore, has serious potential land use and design impacts on existing residential and commercial areas, but also significant potential for appropriate transit-oriented development opportunities. The EIR/EIS should:

#1 Land use
#1 Aesthetics

50. Identify how each of the different vertical track alignments (i.e. tunnel, trench, track at grade, elevated track) could potentially divide or connect the community, in comparison to the City's Comprehensive Plan policies. The at-grade and (particularly) elevated options appear to have substantial likelihood of division of the community. The document should, for those options, outline measures to demonstrate how such a project can enhance the community by providing attractive connections and interactions between neighborhoods, commercial areas, schools, and open spaces/parks.

#1 Land use
#1 EJ community separation
#1 Aesthetics

51. Evaluate the potential land use and design impacts of associated land development and/or parking resulting from the construction of the HST facilities. This should include working with the City of Palo Alto staff, Planning and Transportation Commission, and City Council to define a range of land use scenarios that might be generated around the transit stations.
52. Evaluate the potential to sell development rights for a variety of residential, commercial, community, and/or parkland use above a below ground rail option, and identify the likely impacts of that development.
53. Evaluate how a potential HST station in Palo Alto would affect right-of-way needs and potential impacts of high intensity land use development around such a station. Impacts to be considered should include, but are not limited to, traffic and parking, visual resources, noise, open space, and cultural/historic resources.
54. Propose innovative urban design solutions for underground, at-grade and/or elevated structures that provide for open passage and connections, attractive fences and walls (where such fences and walls are absolutely necessary), extensive landscaping, street furniture, and pedestrian and bicycle amenities, etc.

#1 land use
#6 MR RIGHTS
#1 land use
#1 land use
#6 POW Acquisition
#1 traffic circulation
#1 Aesthetics
#1 noise
#1 Recreation & open space
#1 historic/cultural resources
#1 Aesthetics

Economic and Property Value Impacts

The Caltrain alignment through Palo Alto covers approximately 3.8 miles, adjacent to hundreds of residences, as well as commercial development, a school (Palo Alto High School), and three parks (El Camino, Peers, and Bowden). The project development could not only have environmental impacts on many of those properties, but could directly affect property values, business viability, and, in some cases, may even involve eminent domain to purchase all or portions of some of the properties. This appears to particularly be the case for the at-grade and elevated track options, which may require additional right-of-way. While economic impacts are not generally required to be addressed in an EIR, the City of Palo Alto believes such impacts appropriately should be addressed for this project. The EIR/EIS or a separate economic analysis should:

#6 Property values
#6 eminent domain
#6 POW acquisition

55. Evaluate the potential positive and negative impacts on real property values of adjacent and nearby properties due to the project. The analysis should consider the economic impacts of noise, vibration, increased daily train operations, visual impacts of elevated structures, and changes to circulation and access associated with the project. The analysis should use property values based on individual communities, not a regional or county-wide average.
56. Evaluate the potential for economic benefits derived from having a station in Palo Alto attracting new business, and of potential air rights development above an underground HST.

#6 property values
#1 land use
#5 economic community impacts

57. Analyze construction and engineering techniques that would reduce construction noise and excavation impacts on adjacent properties, and to preserve existing vegetation and/or provide extensive new mitigation screening.

#1 noise
#1 construction
impacts

58. Evaluate economic impacts to Palo Alto business districts that are in close proximity to the rail line and construction, including Downtown Palo Alto, California Avenue Business District, Town and Country Village, Alma Plaza, and Stanford Shopping Center. Impacts to be assessed should include both construction period impacts due to reduced access or traffic detours and longer term impacts of noise and visual alterations near these businesses.

#6 local
businesses
#5 community
economic
impacts

59. Estimate the costs of construction and of mitigation measures and identify who would be responsible for bearing the costs.

#5 construction
costs

The Review Process

It is critical to the City of Palo Alto that the process of preparing the EIR/EIS and reviewing the alignment and construction options for the project be a collaborative process between the California High Speed Rail Authority (CHSRA), Caltrain, and the City (and other affected cities). Toward this end, the CHSRA should:

#7 Additional
comment
period

60. Provide a draft Scoping Report for review by the City and the public following the scoping period and prior to developing any detailed designs. The draft report should indicate what alignments and alternatives will be considered, and should list mitigation measures suggested by the scoping comments. The report should also identify which comments will not be addressed in the EIR/EIS, and why. A period of 45 days should be provided for the City (and others) to work with the CHSRA to finalize the outline of the document.

61. Develop a CHSRA Interim Status Report subsequent to outlining the basic alignment, right-of-way, station location, and other alternatives, but prior to developing a Draft EIR/EIS. This Interim Report should include updated information regarding:

- a. Ridership forecasts and operational (schedule) estimates for the HST and Caltrain
- b. Preliminary feasibility of potential HST station locations
- c. The number of tracks and right-of-way widths for each segment of the line through Palo Alto
- d. Likely eminent domain required for each configuration
- e. Expected construction period details and phasing

#7 community
outreach
#7 Additional
reports
#7 Additional
comment
period

A period of 45 days should be provided for City and public input on the report, to identify the focus of the remaining EIR/EIS analysis and preliminary engineering.

62. The CHSRA and Caltrain should work with the Peninsula Cities Consortium on a regular basis, to identify key issues and attempt to work collaboratively towards acceptable approaches. A core group of each organization should meet on at least a monthly basis, and more frequently as necessary, to assure consistent and reliable information exchange, and to identify opportunities for the rail agencies to provide outreach to the larger community.

#7 regular
community
meetings

The City of Palo Alto appreciates the opportunity to provide these comments on the scope of work for the Environmental Impact Report and Environmental Impact Statement for the San Francisco to San Jose HST Project. The City looks forward to working with CAHSR staff on an ongoing basis to review alternatives, impacts and mitigation measures for this important project.

#11
conclusion

Please contact James Keene, City Manager, at 650-329-2563 for further information and coordination.

Sincerely,

Peter Drekmeier, Mayor

Enclosures
Palo Alto Standards of Significance

cc: City Council
James Keene, City Manager
Dominic Spaethling, CAHSR
Chamber of Commerce

MEMORANDUM OF UNDERSTANDING
AMONG THE CITIES OF _____, AND _____
FOR THE PENINSULA CITIES CONSORTIUM

This Memorandum of Understanding (this "Agreement,") dated _____, 2009, is among the Cities of _____
(collectively referred to as "Peninsula Cities").

RECITALS

THIS AGREEMENT is made with reference to the following:

- A. The Peninsula Cities of _____ collectively have agreed to come together as a group to form the Peninsula Cities Consortium ("Consortium") for the purpose of providing information and input for the purpose of working collaboratively with the California High-Speed Rail Authority, Caltrain, and any other entity involved, as of the date of this agreement or in the future, in approving and constructing the high-speed train project on the Peninsula (collectively "Rail Authority").
- B. The individual Peninsula Cities have come together to form the Consortium because they recognize that, although each individual city faces unique and location-specific challenges with respect to the high-speed train project, all of the Peninsula Cities also share many similar concerns and the strong underlying belief that particular care must be taken to integrate high-speed rail into the living fabric of the Peninsula.
- C. The purpose of the Consortium is to work toward collective policy and procedural positions to represent the united interests shared by all Peninsula Cities, while also supporting each city in achieving goals and solutions appropriate to their individualized location and needs.
- D. The Consortium desires to inform the Rail Authority of its concerns about environmental issues including, but not limited to, comments about the Environmental Impact Report/Environmental Impact Statement to be prepared pursuant to the California Environmental Quality Act and the National Environmental Policy Act.
- E. While all of the Peninsula Cities may have different points of view on some issues, this Agreement outlines a set of objectives that are common to all Peninsula Cities. The Consortium intends to speak as one voice on these and other issues of mutual agreement concerning the future of the High-Speed Rail.
- F. The Consortium's intent is to be the principal representative of the Peninsula Cities on all common interests concerning High-Speed Rail as it continues up the Peninsula.
- G. The Peninsula Cities continue to support Caltrain and its efforts to upgrade its rail service on the Peninsula and intends to supplement Caltrain's role regarding high-speed train

#3
consortium
with
Peninsula
Cities
Consortium

service by providing more direct interaction with the cities potentially affected by High-Speed Rail.

NOW, THEREFORE, the Peninsula Cities Consortium hereby agrees as follows:

1. This Agreement shall create the Peninsula Cities Consortium whose purpose shall be furthering the Peninsula Cities' mutual interests by conveying their opinions, input and information to the Rail Authority, while also supporting each city in achieving goals and solutions appropriate to their individualized location and needs.

2. The members of the Peninsula Cities Consortium agree to the following objectives:

a. The Rail Authority should consult with and obtain input from the Peninsula Cities Consortium prior to and throughout designing, analyzing and determining the final alignment of the High-Speed Rail through the Peninsula Cities.

b. The Rail Authority should consult with the Peninsula Cities Consortium in order to determine the range of project alternatives and mitigation measures to be evaluated in the Environmental Impact Report.

c. The Rail Authority should consult with the Peninsula Cities Consortium in order to determine the ultimate design of the train tracks, equipment, and technology.

d. The Rail Authority should consult with the Peninsula Cities Consortium in order to determine where the High-Speed Rail shall be located; be it underground, in a trench or any other design. The Rail Authority should evaluate the full range of grade options. The final design should minimize the impacts upon local communities and incorporate best practices of urban design ideas from rail communities around the world.

3. The Mayor of each participating City shall appoint one member and two alternates. The alternates may attend the meeting with the voting member, but each City will have one vote. One of the alternates may be a staff member of the City. The member and at least one alternate shall be an elected member of the governing body of the City.

4. Voting shall be by a majority vote of all Consortium Cities eligible to vote. A majority vote by all Cities eligible to vote is required to set the policy for the Consortium. The Chair shall determine all tie votes. However, each individual City may choose to take a policy position which is independent of the Consortium, and positions taken by the Consortium shall not be binding on any City.

5. The Consortium shall be established after five cities have formally agreed to join the Consortium. Once established, the Consortium shall select a Chair and a Vice Chair. The Chair shall call and chair each meeting and is appointed to speak on behalf of the Consortium consistent with the principles listed above. The Vice Chair shall serve in the event that the Chair is unavailable. The term of the Chair and Vice Chair shall be one year from the original date of election. The Chair and Vice Chair shall be from different cities and must be elected officials.

A3
Coordinating
w/
Peninsula
Cities
Consortium

6. The Chair may appoint subcommittees which shall study issues and report back to the Consortium to further additional policy positions.

7. Any City may join the Consortium at any time upon approval of this Agreement by its City Council, and any City may withdraw from membership at any time by providing notice to the Chair.

8. A quorum shall consist of 50% of the member cities plus one.

9. This Memorandum of Understanding ("M.O.U.") does not create a new or separate legal entity, joint venture or Joint Powers Authority. The M.O.U. is an agreement amongst cities to work together utilizing their own resources.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first set forth above.

CITY OF PALO ALTO

By: _____
Mayor

By: _____
City Manager

APPROVED AS TO FORM:

City Attorney

CITY OF

By: _____
Mayor

By: _____
City Manager

APPROVED AS TO FORM:

City Attorney

CITY OF

By: _____
Mayor

By: _____
City Manager

APPROVED AS TO FORM:

City Attorney

CITY OF

By: _____
Mayor

By: _____
City Manager

APPROVED AS TO FORM:

City Attorney

#3
conducted
w/
Personnel
atties
Consortium

CITY OF

By: _____
Mayor

By: _____
City Manager

APPROVED AS TO FORM:

City Attorney

CITY OF

By: _____
Mayor

By: _____
City Manager

APPROVED AS TO FORM:

City Attorney

CITY OF

By: _____
Mayor

By: _____
City Manager

APPROVED AS TO FORM:

CITY OF

By: _____
Mayor

By: _____
City Manager

APPROVED AS TO FORM:

City Attorney

CITY OF

By: _____
Mayor

By: _____
City Manager

APPROVED AS TO FORM:

City Attorney

CITY OF

By: _____
Mayor

By: _____
City Manager

APPROVED AS TO FORM:

City Attorney

City Attorney



ATTACHMENT A

City of Palo Alto City Manager's Report

TO: HONORABLE CITY COUNCIL

FROM: CITY MANAGER

DEPARTMENT: PLANNING
AND COMMUNITY ENVIRONMENT

DATE: MARCH 2, 2009

CMR: 146:09

REPORT TYPE: REPORT OF OFFICIALS

SUBJECT: Status Report and Review of Draft Scoping Comments Regarding California High Speed Train (HST) San Francisco to San Jose Project EIR/EIS, and Authorization to Proceed with Next Steps

RECOMMENDATION

Staff recommends that the City Council:

1. Direct the Mayor to establish a City Council High Speed Train Subcommittee of three members to represent Palo Alto in meetings with other Peninsula cities, regional agencies and the California High Speed Rail Authority (Authority) working meetings with the City staff.
2. Authorize the Mayor to sign the joint letter (Attachment A) from participating Peninsula cities to the Authority (Authority) requesting that Authority staff and design team work collaboratively with the cities to develop optimal design alternatives for the HST and to ensure that the cities' concerns are addressed in the environmental and engineering analysis.
3. Review the draft list of scoping comments (Attachment B) to be included in a letter to the Authority on the San Francisco to San Jose Project EIR/EIS and direct staff to return to Council prior to the April 6 scoping comment period deadline to review and finalize the City's comment letter.
4. Authorize the Mayor to enter into a Memorandum of Understanding among Peninsula cities to form a Peninsula Cities Consortium for the purpose of representing to the Authority the united interests of Peninsula cities in the High Speed Train Project.
5. Direct staff to return to Council with HST policy statements for Council approval.
6. Direct staff to consider the need for funding of urban design and/or engineering consultant services for expertise in HST design in the 2010-2011 operating budget to supplement staff resources.

#3
Coordination
between
Palo Alto
+ Authority

BACKGROUND

On November 4, 2008 the voters passed Proposition 1A, which authorized \$9.95 billion in bond funds to plan and build the California High Speed Train Project (HST). The HST project will construct an 800 mile high speed train system between San Francisco and Los Angeles. The HST will be electrified and fully grade-separated. With bullet trains operating at speeds up to 220 mph in rural areas and up to 125 mph on the Peninsula, the express travel time from downtown San Francisco to Los Angeles will be just under 2 ½ hours.

The Authority is the state entity responsible for planning, constructing, and operating the high-speed train system. The Authority has a nine-member policy board (five appointed by the Governor, two appointed by the Senate Rules Committee, and two by the Speaker of the Assembly), and a small core staff. All environmental, planning, and engineering work is performed by private firms under contract with the Authority. The Authority and Federal Railroad Administration (FRA) are the agencies responsible for preparation of the Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the San Francisco to San Jose HST project. The Authority is currently in discussions with the Caltrain Joint Powers Board (Caltrain) regarding a Memorandum of Understanding that would result in a combined Caltrain/HST project on the Peninsula.

In 2008, the Authority and FRA approved the Program EIR/EIS for the Central Valley to Bay Area HST project, and selected the Pacheco Pass route from the Central Valley to San Francisco via San Jose, and the Peninsula along the Caltrain corridor. HST stations were designated in San Francisco, San Jose, and Millbrae with an optional mid-peninsula station in Palo Alto or Redwood City. One of these two cities, or neither, could be selected as a designated station by the Authority during the project level EIR/EIS for the San Francisco to San Jose HST project.

On December 15, 2008, the City Council directed staff to prepare a report within 60 days that responded to a number of questions and concerns about the impacts on and implications for Palo Alto related to the overall HST project and Palo Alto as a potential HST station (Attachment C).

On January 16, 2009 City staff received a briefing from HST staff for the San Jose to San Francisco HST project, their engineering consultants, and Caltrain representatives on the specific work and schedule of the project.

Scoping meetings for the San Francisco to San Jose HST train project EIR/EIS were held in late January, including a meeting for Santa Clara County on January 29, 2009. The HST presentation for the scoping meetings is provided as Attachment D. The Authority originally set a deadline of March 6 for scoping comments. At the request of Palo Alto (see Attachment E, letter from Mayor Drekeimer) and other concerned jurisdictions, the comment period has been extended one month to April 6, 2009 (Attachment F).

On February 17, Council Member Kishimoto and City staff and CAHSR consultants participated in a meeting sponsored by the Southgate neighborhood at the PAUSD Administrative Offices on the HST project. Over 100 residents attended the meeting. FAQs from that meeting have been posted on the City's website at www.cityofpaloalto.org/cahsr.

#11
back
ground
info

On February 26, 2009 a community meeting was sponsored by the Authority at Mitchell Park Community Center to inform the community about the HST project in Palo Alto. Staff will provide a verbal report on the meeting at the March 2nd Council meeting.

DISCUSSION

Response to Council Questions

In response to the Council Colleagues' memo assignment, staff has prepared the following responses to the Council's questions based on information that is currently available. Please note that some of the questions and responses have been grouped together to address related or overlapping issues, so the questions below are not in the same order as in the Colleagues' Memo.

1. What criteria and time frame will the High Speed Rail Authority use to select final station locations?

The Project EIR/EIS and 30% preliminary design will be completed by the end of 2011, with the issuance of a NEPA Record of Decision. Authority staff has indicated the 15% design will be completed within one year.

The Authority has issued guidelines for station area development as outlined in the Bay Area to Central Valley Final Program EIR/EIS. The HST Station Area Development principles and Station Area Development Guidelines are provided as Attachment G. In summary, the Authority will use the following criteria in selecting station locations:

- Station locations must have the potential to promote higher density, mixed use, pedestrian accessible development.
- The responsible local governments are expected to provide for transit-oriented development (TOD) around station locations through planning and zoning.
- Give priority to stations where the local agency has adopted station area TOD plans and general plans that prioritize development on TOD areas.
- Local governments are expected to finance public spaces needed to support the pedestrian/bicycle station area amenities and facilities.

The Program EIR/EIS included a description and comparison of the Redwood City and Palo Alto stations. Both were judged similar in terms of costs, construction, right-of-way, and environmental impacts, with Palo Alto offering potentially higher ridership and transit connectivity. Both will be studied in the Project EIR/EIS. It is expected that the decisions on the mid-peninsula stop at either Redwood City or Palo Alto, or neither, will be made by the Authority by 2011.

The Authority will also evaluate the viability of a mid-Peninsula HST stop in conjunction with the outcome of the operational analysis of the entire HST system and the Authority's determination of whether such a stop is compatible with the goals for the HST running time between San Francisco and Los Angeles.

#11
Background
info.

#2
TOD

#2
Station
location

#2
Station
Stop

3. What impact will HST have on existing Caltrain service?

The joint planning process the Authority and Caltrain will undertake in the coming year will provide more information about any potential impacts or changes in existing Caltrain service.

#3
coordination
w/ Caltrain

The HST service plan assumes the need for four tracks along the Caltrain right-of-way instead of the current two. The inside tracks would be shared by HST and Caltrain Baby Bullet express trains, and the two outside tracks would handle local Caltrain service and off-peak Union Pacific freight trains.

#2
of
tracks

A critical milestone for the project is the completion of the operational model for the entire HST system, which will show how the system can achieve the timetables set forth in the Program EIR/EIS. The operational model that is being developed will analyze the two systems will co-exist along the right-of-way and if the number of trains planned for each system by 2030 can be achieved. For example, the HST plan calls for 9 trains per hour during the peak periods; Caltrain currently runs 8 trains per hour during the peak. The operational plan will determine if and how these objectives can be achieved. The operating plan will be expected to be completed by summer.

#3
travel
Schedule

The EIR/EIS will examine a No Project alternative which would assume no HST project between San Jose and San Francisco, which in principle, would keep Caltrain service as currently provided and planned for in Caltrain's long range plan (Caltrain 2025 Plan). However, a permutation of the No Project alternative which staff believes should be evaluated would be an enhanced, fully grade-separated Caltrain service functioning as the high speed train connection between San Jose and San Francisco.

#1
alternatives

The most critical issue related to Caltrain service is the constructability of the HST system while maintaining Caltrain service over several years of construction. These issues will be fully addressed during the EIR/EIS and preliminary engineering process.

#1
constructability
impact

5. How and when will decisions be made on how HST and Caltrain will pass through Palo Alto (trench, raised, underground, ground level) and how options might be financed since the existing bond financing will not be sufficient?

The decisions on the method of construction for the HST in Palo Alto will be made by the Authority at the conclusion of the EIR/EIS project and 30% design.

#2
construction
Schedule

Measure 1A specified that no more than 50% of the funding for any HST segment can come from the bond measure, with the remaining 50% coming from federal and local sources, including private funding/private partnerships. Local financial support would include cost sharing with local agencies, contribution of right-of-way (e.g., Caltrain), commercial concessions at train station, local revenues from transit-oriented development, and cooperative funding with local transit agencies. The contribution of the Caltrain right-of-way is also a substantial local contribution.

#5
cost

The Caltrain right-of way in Palo Alto varies considerably from as narrow as 60' (at Peers Park) to over 160' at the two Caltrain stations. The remainder of the right-of-way typically varies from 75' to 110' wide.

#6
ROW

Four profiles for the HST project in Palo Alto were identified in the Programmatic EIR for the San Francisco to San Jose project (See Attachment I). The first, Figure CC-3, depicts the four track right-of-way with tracks elevated or depressed approximately 10 feet. The second, Figure CC-4, shows the potential highway overpass or underpass configurations. The third, Figure CC-8, shows the four tracks at grade. These exhibits show a required right-of-way for the tracks of a minimum of 74'. As mentioned above, there are segments of the right-of-way that are narrower than this minimum and additional right-of-way could be required. The fourth, Figure CC-S1 depicts the right-of-way requirements at the Palo Alto or Redwood City station and more than 140' at the station. However, this figure may be subject to change. During meetings with Authority staff, there has been discussion about the potential need for six tracks or more at a station. This will be determined as the Authority moves into more detailed design of the system.

#1
Station
Tracks

The above-grade and at-grade profiles raise significant concerns about potential aesthetics and visual impacts, noise, land use, right-of-way, loss of property values, circulation and construction impacts of the HST project. HST staff has committed to studying undergrounding as a project alternative. Staff believes this should be a full alternatives analysis at the same level as the project analysis. Undergrounding has the potential to reduce or eliminate many of these impacts.

#2 above grade
at grade
#1 aesthetics
noise, land use,
#6 property
value
ROW
#1 traffic
const imp
#2 underground

Undergrounding of the tracks could further provide the opportunity for air rights development above the rail lines within the Caltrain corridor to offset the cost differential between at-grade/elevated construction and tunneling.

#2 tunneling

City Council members have been meeting with representatives of other peninsula jurisdictions to develop a framework that would enable the local communities to have a stronger voice and potentially a formal role in the decisions about whether the railroad will be at grade, elevated or underground within the mid-peninsula (see discussion of Peninsula Cities Consortium, below).

#2
@ grade
elevated

2. What are the potential cost impacts to the city should Palo Alto be designated as a HST station?
4. What are the anticipated land use, infrastructure, and environmental impacts of a HST station?
6. What are the potential economic development impacts to Palo Alto?

The HST Business Plan Engineering Element (October 2008) states that as the project proceeds to more detailed study, local governments will be engaged to discuss planning and zoning for transit-oriented development around high speed train stations and to review opportunities to finance (e.g. through value-enhancement, tax increment, or other financing techniques) and maintain the public spaces needed to support the pedestrian traffic generated for the HST project.

#2
TOD
#1 traffic
#1 open
space

The Authority will be looking for land use decisions by local agencies that will contribute to a successful, high ridership, profitable HST station. The Authority has stated that they expect

#2 station
#2 ridership
#1 land
use

station area plans to be developed and adopted for all areas within ½ miles radius of a HST station that provide for higher mixed-use TOD development than in the surrounding areas.

#2
TOD

The traffic circulation and parking impacts related to a Palo Alto HST station will be analyzed in the EIR/EIS. The fact sheet for a potential Palo Alto station in the Program EIR/EIS, calls for a new 850 space, four level parking garage located at the southern end of El Camino Park. The Authority expects parking to be market rate (no free parking). This description is not specific enough to determine if the parking structure is envisioned over existing playing fields or could be in the area of the existing VTA transit center. Either option has land use implications for Palo Alto.

#1 traffic
#2
Parking
Structure

Economic impacts to downtown or other areas of the City and relative to City services have not been estimated, and will be highly dependent on the options chosen, particularly whether there is a station in Palo Alto, the extent of right-of-way required, and potential land use changes. While an economic analysis is not required in the EIR/EIS process, staff believes the City should request such an analysis within or simultaneous to the environmental review.

#1 land
use
economic
impact

7. *What are the options for how HST operates on the Peninsula such as speed and frequency and what mitigations are envisioned?*

The Ridership and Revenue Forecasts prepared for the Program EIR/EIS (see Attachment H) call for a total of 256 trains daily on the system, including 222 trains operating between San Jose and San Francisco. In the peak hours of 6 am to 9 am and 4 pm to 7 pm, 57 trains would operate on average every 9 minutes in each direction. During the off-peak hours of 5 am to 6 am, midday and evenings until midnight, 71 trains would operate approximately every 11 minutes between San Francisco and Los Angeles in each direction. The projections indicate that 30 of the 57 peak period trains and 43 of the off-peak trains in each direction would stop at the Palo Alto or Redwood City station. The maximum speed of trains along the Caltrain corridor would be 125 miles per hour. Caltrain currently operates at a maximum speed of 79 mph. This service plan is currently being revisited as part of the project level EIR.

#2
ridership
#3
coordination
#2
speed

8. *What are the potential economic benefits of HST access in Palo Alto? What are the potential impacts if the station were located in Redwood City?*

Potential economic benefits of HST access could result from increased growth, enhanced property values (at least for newly developed and redeveloping parcels) and visitorship to the City as a destination point or stopover on the route. If a station is located in Redwood City (or no mid-Peninsula station is provided at all), economic benefits still might be accrued from improved transit access to and from Palo Alto. Quantification of those benefits has not been initiated, and staff again recommends that the Council request the Authority to evaluate the economic benefits and costs as part of or simultaneous with the preparation of the EIR/EIS.

#1
economic
impact

Scoping Comments

On January 8, 2009, the Authority issued a Notice of Preparation inviting comments on the scope of work to be included in the Project EIR/EIS. Staff has prepared the attached draft scoping comments for Council review and comment, prior to incorporating the comments into a letter to

#1



PLANNING & TRANSPORTATION DIVISION

STAFF REPORT

TO: PLANNING & TRANSPORTATION COMMISSION

FROM: Gayle Likens
Transportation Manager

DEPARTMENT: Planning and
Community Environment

AGENDA DATE: March 18, 2009

SUBJECT: Review of Draft Scoping Comments Regarding California High Speed Train (HST) San Francisco to San Jose Project EIR/EIS

RECOMMENDATION:

Staff recommends that the Planning and Transportation Commission review and provide comments on the scope of work to be included in the California High Speed Train (HST) San Francisco to San Jose Project EIR/EIS. The draft list of issues were included as Attachment B to the attached March 2nd City Council staff report (CMR:146:09). An updated draft letter of the City's comments will be provided under separate cover to the Commission prior to the March 18 meeting.

#11
Background

BACKGROUND

On March 2, 2009, the City Council heard a status report, accepted public comment and reviewed draft scoping comments regarding the California High Speed Train San Francisco to San Jose Project EIR/EIS. The Council voted unanimously to take the following actions:

- 1) Direct the Mayor to establish a City Council High Speed Train Subcommittee of three members to represent Palo Alto in meetings with other Peninsula cities, regional agencies and the California High Speed Rail Authority (Authority) working meetings with the City Staff.
- 2) Authorize the Mayor to sign the joint letter from participating Peninsula cities to the Authority requesting that Authority staff and the design team work collaboratively with the cities to develop optimal design alternatives for the HST and to ensure that the cities' concerns are addressed in the environmental and engineering analysis (see Attachment B).

#11
Background

- 3) Review the draft list of scoping comments to be included in a letter to the Authority on the San Francisco to San Jose Project EIR/EIS and direct Staff to return to Council prior to the April 6 scoping comment period deadline to review and finalize the City's comment letter.
- 4) Authorize the City Council subcommittee to recommend a Memorandum of Understanding (MOU) among Peninsula cities to form a Peninsula Cities Consortium for the purpose of representing to the Authority the united interests of Peninsula cities in the High Speed Train Project to return with the MOU to Council.
- 5) Direct Staff to consider the need for funding of urban design and/or engineering consultant services for expertise in HST design in the FY 2010 and FY 2011 operating budget to supplement Staff resources.
- 6) Refer scoping letter and relevant transportation and land use policy issues to the Planning and Transportation Commission including discussing the issue of locating a station at University Avenue in Palo Alto.
- 7) Keep open the possibility of Palo Alto as a location for a potential station during the EIR process with the condition that parking and traffic impacts be kept to a minimum.
- 8) Direct the Council Sub-committee to work with the Peninsula Cities Coalition to begin the process of developing a position on the Regional Rail Plan and how it would be linked to the High Speed Rail Authority.
- 9) Direct the City Attorney to schedule a closed session to report on litigation currently underway and what is involved in litigation followed by a public report.
- 10) Direct staff to agendize regular quarterly meetings with Council with reports by either the City Manager or the Planning & Transportation Commission
- 11) Direct staff to come up with a list of items to be incorporated into an economic analysis.

#11
Background

DISCUSSION

On January 8, 2009, the California High Speed Rail Authority issued a Notice of Preparation inviting comments on the scope of work for the California High Speed Train (HST) San Francisco to San Jose Project EIR/EIS. Staff prepared a draft list of issues to be included in the City's comment letter (Attachment B of CMR:146:09). The final scoping letter must be forwarded to the Authority by April 6th. The City Council is scheduled to review and approve the City's comment letter on March 30th.

#11
Background

The Council directed staff to "refer the scoping letter and relevant transportation and land use policy issues to the Planning and Transportation Commission including the station issue." An expanded letter of scoping comments is being prepared based on Council comments and public input received during the March 2nd Council meeting, prior public meetings and correspondence received to date. The draft letter will be provided to the Commission by Monday, March 16.

#11
Background

Staff will return to the Commission with policy discussion including the station issues at a later date.

The Council's staff report is available on the website at:

<http://www.cityofpaloalto.org/civica/filebank/blobdload.asp?BlobID=14955> (item #11, CMR 146:09), and a High Speed Rail webpage has been established on the City's website at: <http://www.cityofpaloalto.org/news/displaynews.asp?NewsID=1223&TargetID=268>. This site contains information about the project from the CHSRA, the original Council Colleagues' memo for this item, and a set of Frequently Asked Questions and responses.

#11
background

ENVIRONMENTAL REVIEW

No environmental review is required at this time, as no plan or project is being proposed or adopted.

ATTACHMENT:

Attachment A: City Council staff report CMR:146:09

Attachment B: Letter from Mayor to CAHSR dated March 4, 2009

Attachment C: Draft letter to CAHSR (under separate cover on March 16)

COURTESY COPIES:

Palo Alto Chamber of Commerce

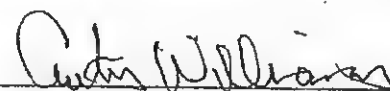
Bob Golton, PAUSD

Southgate Neighborhood Association

Prepared by: Gayle Likens, Transportation Manager

Reviewed by: Julie Caporgno, Chief Planning and Transportation Official

Department/Division Head Approval:



Curtis Williams, Interim Director of Planning
and Community Environment

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:35 PM
To: Kris Livingston
Subject: FW: HSR coming down the Peninsula

From: Kurt Buecheler [mailto:kurtbuecheler@hotmail.com]
Sent: Thursday, March 05, 2009 7:51 AM
To: HSR Comments
Subject: HSR coming down the Peninsula

The HSR can be a positive thing in many ways. It will provide jobs, competition for air travel, provide an improved environmental solution, and will build a sense of confidence in people that "we're building" in California. #8 support

There is one more area that must be considered. Does California care about the people of the communities through which the train will pass? If we do, then we should feel it is a requirement to put the HSR under ground. #2 under ground

The HSR authority has a fork in the track and must make a key decision. It can either (a) build the HSR "on the cheap" with a substantial disregard for many of the people it is supposed to serve or (b) it can look at this project as an opportunity to improve the community on many dimensions. #1 safety
#1 noise
#1 aesthetics

The current Cal-Train is a very old system that is damaging to the environment, is a safety issue to school kids, is noisy and ugly. This is really an opportunity for the HSR to engage and embrace the community to solve multiple problems at once.

The project should tunnel both systems under ground and provide clean, efficient, and reliable service for local and long distance train travel. The HSR Authority could even put a green belt or park on top of the tunnel. The HSR would have access to that land any time needed, but would be benevolently sharing the land and improving family's lives. #2 tunnel

An example of this is the I-90 highway in Mercer Island WA. The tunnel for the highway yielded a very effective transportation solution and improved quality of life for the residents. It can be done. If done correctly and with all community interests in mind, it yields decades of benefit. #2 tunnel

The cost of HSR going underground is simply a "cost of doing business" of a society that cares about the quality of life of its people and wants to do things right. #5 construction cost

The HSR Authority can be a beacon of hope and leadership if it is the one that proposes a plan that for tunnels where the train goes through residential communities. Please do what is right for the whole community and lead! #11 conclusion

As my dad used to say, "What ever is worth doing, is worth doing right."

Thank you

Kurt Buecheler
2200 Emerson Street
Palo Alto, CA 94301
650-566-0119

Windows Live™ Contacts: Organize your contact list. [Check it out.](#)

Kris Livingston

From: Ada Bull [adabarnett4@yahoo.com]
Sent: Saturday, March 28, 2009 2:10 PM
To: HSR Comments
Subject: Trains

I own and live in a home, next to the Sunnyvale Train Station, with my disabled daughter. Her father built this house with ramps, an elevator, electric door and walk in floor to ceiling tile shower for her, before he passed away, so she could be near the Downtown area. I'm very concerned about the plans for the new trains and how it may affect our home and ability to cross the tracks in the future. Also, health and higher noise levels and is there a chance that my home could be taken?

#2 Grade crossings
#1 Noise
#3 Eminent domain

Are there plans to close the Sunnyvale Avenue crossing or the new ramp area on Hendy Avenue?

As I'm sure you understand, I'm confused and very concerned. I would appreciate any help you can offer to help me understand what's going on.

#2 Grade crossings

I look forward to hearing from you,

#7 info request

Ada Marie Bull
320 Angel Avenue
Sunnyvale, CA 94086
408 245 90454

San Jose to San Francisco Scoping comment on a small postcard by Michelle Bullwinkle

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public
SVC

#6 prop value

#1 bio

#1 aesthetics
air quality

Name	Address	Additional Comments on the Card
Michelle Bullwinkle	4051 Park Blvd, Palo Alto 94306	None

I-SC 54

Kris Livingston

From: Robert Francis Burt [bobbyburt@mac.com] .
Sent: Friday, April 03, 2009 8:46 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

We want to add our voices of protest to the proposed high speed rail plan with elevated tracks which will be topped by electricity towers, dark pedestrian and road underpasses and miles of wall instead of trees. We are not opposed to a high speed rail plan, only to the plans for the elevated section which will deface the landscape, reduce property values and cause misery with the increased noise level.

We are not at all opposed to the high speed rail plan and would favor alternative proposals for trenching and tunneling. If the HSRA chooses to do the right thing HSR will go through Palo Alto quietly and invisibly.

We hope all plans will be presented to the public before any action is taken.

Yours truly,

Lillian and Robert

Burt

2 Roosevelt Circle
Palo Alto, CA 94306

2
ELEVATED
TRACKS/
1 wall
ABS
BIO
NOISE
6
PROP. VALUES
2
TUNNEL
TRENCHING

San Jose to San Francisco Scoping comment on a small postcard by Lillian and Robert Burt

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public sc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics*
#1 air quality

Name	Address	Additional Comments on the Card
Lillian and Robert Burt	2 Roosevelt Circle, Palo Alto 94306	None

Kris Livingston

From: J. E. Bush [gcc@grey-cat.com]
Sent: Friday, April 03, 2009 6:28 AM
To: HSR Comments
Subject: San Francisco to San Jose HS

To Whom it may concern,

i think it's very important to have High Speed rail down the peninsula with stations that make connections with other forms of transportation convenient. It may be expensive, but the long term savings of getting folks out of their cars is vitally important.

#8 Support
#3 Coordination/
Connectivity

I'm a Mountain View resident living a 10 minutes walk from the Caltrain Station downtown and would be happy to have a HSR station there. I'm sure we can find a way to do it well, safely and pleasantly.

#2 Station in
Mountain View

Thank you,

judith bush

Judith E Bush * (650) 962-1318
500 W Middlefield Rd Unit 3S
Mountain View, CA 94043 USA
Yahoo/AIM: judielaine * www.grey-cat.com

Dan Gallagher

From: BruceCamenzind [brucec@clubwino.org]
Sent: Monday, January 19, 2009 12:55 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Go underground through Palo Alto.
Bruce Camenzind

| #2 underground

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:55 PM
To: Kris Livingston
Subject: FW: HSR thru Mountain View and Palo Alto.

From: Bruce Camenzind [mailto:brucec@clubwino.org]
Sent: Monday, February 09, 2009 11:37 PM
To: HSR Comments
Subject: HSR thru Mountain View and Palo Alto.

I'm a registered voter, Income Tax/Property Tax Payer, and home owner in South Palo Alto.] #11 Infr
I sure would appreciate it if the trains in these cities ran underground.] #2 Tunnel

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:52 PM
To: Kris Livingston
Subject: FW: HSR, stopping in Palo Alto

#3

From: BruceCamenzind [mailto:brucec@clubwino.org]
Sent: Thursday, February 19, 2009 6:40 PM
To: HSR Comments
Subject: HSR, stopping in Palo Alto

Underground is the way to go, and a stop in Palo Alto is ideal, being next to Stanford Medical & University, and the Palo Alto Airport.

Cal-Train can be taken back to Mtn View where the Light Rail can be boarded.

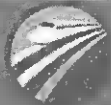
A local parking garage maybe a choir!

Talk about a water reservoir at El Camino Ball Park has been going on, and a parking structure on top of that maybe an option.

Bruce Camenzind, a voting Palo Alto Resident/Property owner.

• Coordinate
with Caltrain
• Transfer between stations
#2 underground
+ station
stop

#2
parking



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

RECEIVED
APR 1 2009
BY:

Name (please print): John D. Carpenter

City: Mountain View

State: CA Zip: 94043

Title (if applicable): _____

Phone: 650-960-1256

Fax: _____

Organization/Business (if applicable): _____

E-mail: jdcar1234@gmail.com

Address 905 West Middlefield Rd

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

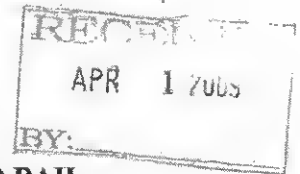
Look
for
Comments
Not
attached!

Attached are my comments for the Mountain View
segment of this Segment,

John D. Carpenter

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records.

I-SL 61



**ADDITIONAL COMMENTS TO THE EIS FOR THE HIGH SPEED RAIL
PROJECT**

John Carpenter, Tuesday 10 March 2009

1. To prevent the proposed service from being a barrier to the North and South sides of the City the continuity across the rail right of way should be maintained and expanded for pedestrians and bicyclists at the following points:
 - a. Bernardo Avenue
 - b. Pioneer Way
 - c. Stevens Creek, the trail overcrossing
 - d. Castro/Moffett
 - e. Escuela/Farley
 - f. Rengstorff Avenue
 - g. Ortega/Thompson
 - h. Showers/Mayfield#1 Community separation
#1 traffic & circulation
2. To provide a pleasing appearance, existing landscaping along the rail right of way should be maintained, restored, or added to in order to obscure the view of any safety fencing and sound walls required to facilitate the rail service. #1 Aesthetics
3. Street and other crossings of the rail right of way where the railway will pass above such crossings should be architecturally pleasing and representative of the community character and style in some way like a gateway from one part of the community to another #1 Aesthetics
#7 project design
4. To improve and maintain VTA light rail service, the light rail service should be maintained, but grade separated as needed to allow for a safer existing crossing of Central Expressway near Whisman Road and a safer future crossing of the Expressway near Sterlin Road (for a future extended light rail service to the Shoreline Park area) and to facilitate the installation of additional tracks for the new railway. #2 grade crossings
#2 tracks

Kris Livingston

From: Sarah Carpenter [sarah_j_carpenter@yahoo.com]
Sent: Monday, April 06, 2009 7:41 AM
To: HSR Comments
Subject: Comments on the HRS SJ to SF

The Caltrain tracks run past my backyard. I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on my home and neighborhood:

1. Safety: My safety and the safety of my neighbors. How safe is a train travelling at 125 mph through a densely populated area with local traffic on one side and homes on the other? What are the effects on my family's and neighbors' health from EMF exposure because of the proximity of the power lines? How safe will my family be during the construction phase, and what are you going to do to protect us? How will you mitigate the increase air pollution caused by the increase in the frequency of the trains?

2. Noise levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? Construction will take a long time, what actions will be taken to make sure the disturbance to those of us next to the track is not so intolerable that families will be up at night because of the noise and lights.

3. Local traffic flows/Community Separation: How will you avoid separating children from their schools and large sections of Palo Alto from emergency services? If the train stops in Palo Alto, how will you handle the exponential increase in traffic, pollution and need for parking?

4. Projects already funded by taxpayer's money: How will we be compensated for the parks and public pathways that will be eliminated and/or downsized that as taxpayers we've already paid for?

5. Property Values: We may lose our home or a part of our property to this project—how will we be compensated for that? What is the risk of property devaluation and subsequent erosion of the local tax base? Who will buy our home if we get a noisy eyesore in our backyard? Will there be programs in place to help the property owners?

6. Environment: How will you avoid destroying our trees and impacting on local wildlife?

7. Visual Impact: How will you mitigate the visual impact of an elevated track structure?

8. Please consider tunneling as most high speed trains in Asia and Europe go underground near urban areas.

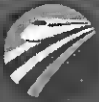
9. I would also like to see a comparative cost analysis which takes in to consideration all of the costs - not just building tracks and or tunnel and also how the costs will be paid back over time.

I would like to invite you to come to my neighborhood, and see first hand what the consequences might be if the HSR is built in my backyard and how this wonderful community could be destroyed. I would also like you to consider the alternative of ending the line in San Jose and using the existing Caltrain trains and baby bullets to transport passengers to San Francisco. San Jose could be new bay Area hub as it connects Cal Train, Bart, Ace train, expanded and updated SJ airport and light rail.

Thanks for your attention,

Sarah Carpenter
2091 Park Blvd
Palo Alto,
650-323-3118

Sarah Carpenter
Mobile 650-387-1566



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County **FEB 26 PALO ALTO**

Name (please print): **JOAN B CARTAL** City: **PALO ALTO** CA State: **94306**

Title (if applicable): _____ Phone: **650 380 0478** Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: **4224 DARLINGTON CT.**

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

HIGH SPEED RAIL SHOULD RUN FROM
LOS ANGELES TO SAN JOSE

AT SAN JOSE PASSENGERS ~~PASSENGERS~~
TO OR FROM SAN FRANCISCO CAN
TRANSFER TO CAL TRAIN.

#2
ALT
stop

MAR 9 2009

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 63

Kris Livingston

From: Marjorie Carter [marjorie_carter@pacbell.net]
Sent: Monday, April 06, 2009 11:16 AM
To: HSR Comments
Subject: San Francisco to San Jose HSR

To the California High Speed Rail Authority:

I reside on the San Francisco peninsula, in Palo Alto, a few hundred yards to the east of the CalTrain corridor. Although I favor high speed rail in principle, I am concerned about the environmental and safety impacts of the California high-speed rail route, as currently proposed, along this corridor.

I favor undergrounding the route north of San Jose; or else terminating the route at San Jose, with trains continuing at conventional speeds to San Francisco on the Cal Train tracks; these tracks should be upgraded and electrified as part of this project, to provide faster acceleration and quieter service.

In my travel on European high-speed trains I have seen that their speed is limited, for safety reasons, when they are within urban areas. A derailment at high speed in the settled area would be as devastating as a commercial airplane crash.

Since a speed limit must be imposed, it is pointless to build high-speed tracks on the Peninsula -- unless they are underground. It will be more practical to run normal-speed service between San Francisco and San Jose, on upgraded CalTrain tracks.

If the tracks must be built above ground, there should be a curfew on high-speed train service between 1AM and 5AM, as is currently the case with CalTrain. At all other times the frequency of trains should be limited, ensuring that the noise and vibration they inflict on either side of the corridor is held to a minimum.

Marjorie Carter
2472 Emerson Street
Palo Alto, CA 94301
marjorie_carter@pacbell.net

#1 ~~1000~~ operational impacts

#1 safety

#2 terminate in San Jose

#3 alternate alignment

#3 train speed

#4 Alt technology: Electrification

#1 safety

#2 foreign system

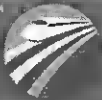
#2 underground

#3 train speed

#3 freq. of trains

#1 noise

#1 vibration



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

APR 1 2009

BY:

Name (please print):

PRESTON + MARJORIE CARTER

City:

PALO ALTO

State:

CA

Zip:

94301

Title (if applicable):

Phone:

650 329 1452

Fax:

Organization/Business (if applicable):

E-mail:

Address: 2472 EMERSON ST, PALO ALTO, CA 94301

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

In principle we support high speed rail. However we are seriously concerned about the environmental impact particularly in densely settled areas like the S.F. peninsula where we live. Noise, vibration, and unsightly above-grade structures and embankments are our primary concerns. To eliminate these adverse impacts, we feel the system should be underground in densely settled areas. If this is not done, then the trains should be limited to 45 mph in these areas, and a daily curfew from 1 AM to 6 AM should be imposed. We oppose construction of a station in Palo Alto, since there is no place to build the required parking structure anywhere near the station. If a station is desired between San Jose and Millbrae, Redwood City is the best location. We do not understand why the HSR route must follow the CalTrain route on the S.F. peninsula. Trying to build the HSR system without interfering with CalTrain seems impossible to us, and argues in favor of complete undergrounding of HSR or building it along the U.S. 101 corridor. Even better: terminate the HSR route in San Jose and run trains from San Jose to S.F. on the CalTrain tracks, upgraded and electrified, at 45 MPH, like European intraurban railway systems.

#1
noise
#2
above
grade

#2
underground

#3
Schedule

#2
Station
no Palo
Alto

#2
HST
Punk
station

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-5065

Preston + Mojavia Center
3472 Emerson St.
Palo Alto, CA 94301

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
SACRAMENTO, CA 95814



Kris Livingston

From: Preston Carter [preston_carter@pacbell.net]
Sent: Monday, April 06, 2009 12:36 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

To the California High Speed Rail Authority:

I reside on the San Francisco peninsula, in Palo Alto, a few hundred yards to the east of the CalTrain corridor. Although I favor high speed rail in principle, I am concerned about the environmental and safety impacts of the California high-speed rail route, as currently proposed, along this corridor. #1 oppose
#11 intro

I favor undergrounding the route north of San Jose; or else terminating the route at San Jose, with trains continuing at conventional speeds to San Francisco on the Cal Train tracks; these tracks should be upgraded and electrified as part of this project, to provide faster acceleration and quieter service. #2 terminate in San Jose
#2 underground
#4 Art. technology

In my travel on European high-speed trains I have seen that their speed is limited, for safety reasons, when they are within urban areas. A derailment at high speed in the settled area would be as devastating as a commercial airplane crash. #2 foreign system
#1 safety & security

Since a speed limit must be imposed, it is pointless to build high-speed tracks on the Peninsula -- unless they are underground. It will be more practical to run normal-speed service between San Francisco and San Jose, on upgraded CalTrain tracks. #2 underground
#3 track speed

If the tracks must be built above ground, there should be a curfew on high-speed train service between 1AM and 5AM, as is currently the case with CalTrain. At all other times the frequency of trains should be limited, ensuring that the noise and vibration they inflict on either side of the corridor is held to a minimum. #3 free of train
#1 noise
#1 vibration

Preston Carter
2472 Emerson Street
Palo Alto, CA 94301
preston_carter@pacbell.net

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:47 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST

-----Original Message-----

From: David Chang [mailto:db_chang@yahoo.com]
Sent: Thursday, February 26, 2009 10:17 PM
To: HSR Comments
Subject: San Jose to Merced HST

Dear Sir or Madam,

My comment concerns the planned transit of the high speed train through the town of Willow Glen as it leaves Dridion Station.

#11

I live on Fuller Avenue adjacent to the current rail lines and I know I speak for the community as everyone is concerned about:

1) The space that will be taken up by the high speed train. On the Fuller side of the current tracks, a brand-new park was created and it would be tragic to loose that park.

#1
Open space
Park

2) The noise generated by the train. The high-speed train is projected to be traveling at 60 MPH through our section and I have serious concerns regarding the amount of noise it will generate at this speed. While sound-walls and other sort of sound-dampening measures can be taken, these are typically unsightly and can contribute to graffiti and blight along the route. #2 Sound wall

#1
Noise
Aesthetics

3) Vibration of the train. The ground and soil in Willow Glen is particularly soft and all homes here have to deal with shifting soil. The presence of the current trains already make this condition worse. Adding the high speed train to this by make the situation unlivable - perhaps requiring homeowners to fix their foundations on a yearly basis which is cost prohibitive and will greatly reduce the value of their real estate.

#1
~~Noise~~
Vibration
#6 Property values

4) Unsightliness of the train, tracks, and structure. The sheer size of this project is disconcerting for many residents and there are deep concerns about how a train of this magnitude will affect the look and feel of the Willow Glen neighborhood. With or without sound walls, it is inevitable that the train will change the way that Willow Glen looks and every effort should be taken to minimize the visual impact of the train through the neighborhood.

#1
Aesthetics

These are my and my neighbor's concerns.

Sincerely,

David Chang .
354 Fuller Avenue, San Jose, CA 95125

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:03 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Joy Chase [mailto:joyjoy@gmail.com]
Sent: Thursday, January 29, 2009 9:39 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Attn: Dan Leavitt: I do not want an elevated high speed train running across our community in Mountain View. It will divide the community as the elevated train did in Oakland. It will also bring in a slum to the area. It will be UGLY. Why can't it run along the Bayshore Freeway instead where there are fewer homes and it has already created a divide long ago? I am opposed to this train going along Alma street through our cities in Silicon Valley. Joy Chase, a registered voter at 326 Church St., Mountain View.

#1
comm
impacts
aesthetics
#2 ALT
route

Kris Livingston

From: Jim Cheng [jxcheng@gmail.com]
Sent: Sunday, April 05, 2009 9:51 PM
To: HSR Comments
Cc: jxcheng@gmail.com
Subject: San Francisco to San Jose HST

Dear California High Speed Rail Authority,

I am writing to express my concerns on the proposed California High Speed Rail (HSR) project.

I graduated from Stanford University in 2005 with a PhD degree in Civil and Environmental Engineering and a PhD minor degree in Computer Science. As an engineer with background in both Civil and Environmental Engineering and Computer Science, I understand the importance of transportation to the economy, and I am not against the California High Speed Rail project. However, I do have serious concerns on the proposed design.

First and most important, once elevated, the constant noise from HSR will be a disaster to hundreds of thousands of residents along the HSR route between San Francisco and San Jose. The default design is to elevate train tracks, as much as 20 feet. The noise will be louder and travel much further since (1) Tracks are elevated; and (2) Trains travel at much faster speed. Even worse, there is no limitation on nightly trains. Residents on the peninsula and south bay will not be able to enjoy quiet nights; rather, they will be constantly disturbed by the train noise. There are many schools next to the HSR route (e.g., Palo Alto High School, Brooks College, and Santa Clara Bracher elementary); our kids will have to shout to each other in the classroom simply to ensure that others can hear them.

Second, elevated train structures are tall and huge. They do not belong to the residential neighborhood. The littering from elevated trains will be a disaster to the communities along the train route, let alone train derails. Psychologically, such huge, intrusive structure will have adverse impacts on the residents and our kids next to the train route.

Third, elevated train track option is not cheaper than tunnel/trench option. It may sound cheaper on the paper. However, when we add up the following costs associated with elevated train track option (1).

Properties and lands taken by elevated train; (2). Property values of houses adjacent to train tracks. Once elevated, houses as far as 1000 feet away from the train tracks will see property value decrease; (3).

Quality of life will be suffered for hundreds of thousands of people living in the communities next to HSR route; (4) Elevated train track option will also have devastating impact on the development of the kids who attending schools next to the route. Adding these together, the argument that elevated train track option is cheaper is simply untrue.

In summary, the default design option is a disaster. When we design the project, the following must be taken into consideration:

1). Set up a quantitative target on the noise level along the HSR route. In residential areas, the noise level must be within 70 DB maximum at 100 feet, 65 DB maximum at 200 feet, and 60 DB maximum at 400 feet away from the train track.

2). When different options are compared, we must include the hidden costs associated with them, including property values, quality of life, and children development.

2). In residential area, elevated train track should never be an option. Rather, tunnel or trench should be the viable options in residential area.

#1
intro

#1 noise,
PS,

#2 elevated
tracks
#1 public
services

#2 elevated
tracks
#1 aesthetics
(social costs)

#1 aesthetics
cost
const.

#6
Property
value

#1 env justice

#1
Public
services
School

#9
Design option

#1
noise

#1 env justice
#6 social
cost

#2
tunnel
trench

I-SC 69

As an engineer, I support the HSR project in principal. However, we must do it correctly, for the benefits of hundreds of thousands of California residents and for the benefits of our children and future generation.

#11
~~Conclusion~~

#7 public interests

Sincerely,
Jim Cheng
321 Edlee Ave
Palo Alto, CA 94306

Kris Livingston

From: info@hsr.ca.gov
Sent: Friday, March 27, 2009 7:30 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: John Cherniavsky
Company:
Phone: 408-885-1728
Email: jchernia1@yahoo.com
Website:

Comment:

High Spced Rail through San Jose. First, I think the high-speed rail project is a wonderfult project for California and something our children will celebrate for years to come. Having read some of the proposals for stacking the tracks through South San Jose (particularly Willow Glen/95125), it seems to me staying at grade for as long as possible is a better solution. Height of up to 70' would have a negative impact on the neighbor where widening the existing ROW would have a much smaller impact. Thank you, John Cherniavsky San Jose, CA

#8 Support

#2 Grade
separations

#6 Acquiring Row

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:56 PM
To: Kris Livingston
Subject: FW: High Speed Rail

-----Original Message-----

From: Millie Chethik [mailto:mchethik@sbcglobal.net]
Sent: Monday, February 09, 2009 4:16 PM
To: HSR Comments
Subject: High Speed Rail

Please do not ruin property values in Palo Alto by building the HSR above ground. Build a tunnel. So many homes and lives will be affected.
Thank you,

Millie Chethik
455 Grant Ave. #2
Palo Alto, CA 94306

} #6 Property value
#2 Grade separated
Elevated
Tunnel

Kris Livingston

From: Ed H. Chi [echi@parc.com]
Sent: Thursday, March 12, 2009 3:05 PM
To: HSR Comments; city.council@cityofpaloalto.org
Cc: meadowcreek-HOA@googlegroups.com
Subject: San Francisco to San Jose HST

City Council, HSR project:

While many of us voted in the November election for the basic principles behind HST (myself included), its environmental and quality of life impact in the neighborhoods it will pass thru should not be overlooked.

] #11 Intro

Many of us in the Palo Alto neighborhood of Greenmeadow near the Caltrain corridor are all concerned about the elevated HST that are being discussed as an option in Palo Alto. First, the existing train track already divide our town into two halves, the HST will only worsen the problem.

] #2 Elevated
#1 Community
Separation
ES

Second, potentially more distressing is the increased noise from the elevated trains. There was talk of constructing tunnels thru Palo Alto for the train. This seems like a potential solution that should be looked at seriously.

] #1 Noise
#2 Tunnels

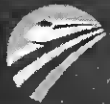
I urge the HST project and the Palo Alto city council to look at these issues very carefully so as to minimize their impact in our neighborhoods. Our neighborhood should not have to suffer dust and noise in order to benefit the larger public good.

] #1 Air Quality
Noise

Many thanks,

Ed Chi, Mimi Chang
143 Greenmeadow Way, Palo Alto, CA 94306

CC: Units at the Meadowcreek Association of homeowners



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): CHRISTINE CHOI City: SAN JOSE State: CA Zip: 95120

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: CHRISCHOI9@gmail.com

Address: _____

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

The use of GAP data to identify impacts on endangered and threatened species habitat is NOT adequate for how coarse the data is. #1 BIO
Also, the dismissal of cultural resources due to the fact that the CHRIS data was not found electronically is not acceptable. #1 Cultural

(comment for Program EIR/EIS)

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC73

San Jose to San Francisco Scoping comment on a small postcard by David Chung

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public
svc

#6 prop value

#1 bio
#1 aesthetics
air quality

Name	Address	Additional Comments on the Card
David Chung	408S Park Blvd, Palo Alto 94306	None

San Jose to San Francisco Scoping comment on a small postcard by Elizabeth Clinch

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics*
#1 air quality

Name	Address	Additional Comments on the Card
Elizabeth Clinch	2001 Bryant St, Palo Alto 94301	None

I-SC 75

Kris Livingston

From: Amy Colburn [amycolburn@hotmail.com]
Sent: Sunday, April 05, 2009 8:10 PM
To: HSR Comments
Cc: Greg Colburn
Subject: NO ELEVATED TRAINS THROUGH PALO ALTO!

Train Authority-

It is imperative that the tracks for the high speed rail train be tunneled under ground through Palo Alto. The elevated tracks would be a huge graffiti magnet and ruin the city by bifurcating it.

This is of utmost importance!

Thank you,
Amy Colburn
Palo Alto

#2
tunnel
undign
#1 aesthetic
#1 safety

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 4:03 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Amy Colburn [mailto:amydcolburn@hotmail.com]
Sent: Monday, April 06, 2009 2:09 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

From: amydcolburn@hotmail.com
To: comments@hsr.ca.gov
CC: gregcolburn@hotmail.com
Subject: NO ELEVATED TRAINS THROUGH PALO ALTO!
Date: Sun, 5 Apr 2009 20:09:59 -0700

Train Authority-

It is imperative that the tracks for the high speed rail train be tunneled under ground through Palo Alto. The elevated tracks would be a huge graffiti magnet and ruin the city by bifurcating it.

This is of utmost importance!

Thank you,
Amy Colburn
Palo Alto

#2 tunnel
#1 Aesthetics
#1 community
separation

same
email

I-SC 76

Kris Livingston

From: Gregory Colburn [gregcolburn@hotmail.com]
Sent: Sunday, April 05, 2009 6:17 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear High Speed Rail Official,

I am very concerned about the proposal for elevated tracks through the peninsula corridor and its' effect on dividing our community. I am a lifelong Palo Alto who takes the train to work and crossed the tracks daily to go to High School. I have always supported public transportation, and trains in particular.

However, the proposed wall with elevated tracks would be a disaster to our community and I would never have supported the project had the design been made clear to us prior to the vote. Now it seems that it is a done deal and we have only one more day to comment on the design at all.

Tunnelling is essential for preserving a sense of community here and must be adopted or at least seriously considered. Otherwise, ending the line in Santa Clara with shuttle trains to San Francisco, or using the Altamont pass right of way should be reexamined.

Palo Alto, Menlo Park, and other Peninsula cities have been critical in supporting the peninsula rail corridor for generations. It is not worth destroying these vital communities to save a few bucks. Please think twice before burning any more bridges!

Thanks for your consideration,
Greg Colburn

#2 no elevated
#1 EJ community
separation
#11 background
#7 prop 1A
misinformed
#2 tunnel
#2 end in san jose
#2 alternate
alignment
#11 conclusion

Quick access to your favorite MSN content and Windows Live with Internet Explorer 8. [Download FREE now!](#)

Kris Livingston

From: Amor Fati - AOL [amorfati@aol.com]
Sent: Sunday, April 05, 2009 10:26 PM
To: HSR Comments
Cc: amorfati2@yahoo.com
Subject: San Francisco to San Jose HST

California High Speed Rail Authority,

I strongly support the proposal to tunnel of the high speed rail for Peninsula segment of the project. Building above ground rail lines will create a barrier that will divide all the communities through which it will pass, and become an obstacle to development and having environmental impacts for decades.

#2 Tunnel
#1 env justice

In contrast by building all four of the lines below ground the project will instead be a blessing for communities through which it passes. Freeing the the land above to be developed and used as housing, parks, bike paths; enlivening and creating a future for the communities for decades to come.

#2 below grade.

I believe the high speed rail should end in Santa Clara to better be able to link the high speed rail to the San Jose International Airport.

#2 AC route

Regards,
Robert Colley
Palo Alto, CA

terminate in Santa Clara.

Kris Livingston

From: Gregg Cook [gecook@pacbell.net]
Sent: Monday, April 06, 2009 9:24 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

I am writing you today to voice my disapproval for the proposal to build an elevated rail or any above ground high speed rail system through the San Francisco Midpeninsula region. I strongly urge you to seriously consider the following alternatives in order of preference: ending the high speed rail system in San Jose or Santa Clara and transferring passengers onto the existing Caltrain system. Given the budget constraints of the State and strong public opposition to the midpeninsula plan, this is the most logical choice. Alternately, tunneling all 4 tracks under the midpeninsula region.

Sincerely,

Gregg Cook
1630 Escobita Avenue
Palo Alto, CA 94306

#1 oppose
#2 elevated
#3 terminate
in San Jose
#4 construction
cost
#5 tunnel

Dear High Speed Rail (HSR) Commissioners,

March 3, 2009

I am writing to make suggestions for the HSR segment from San Jose to San Francisco. I believe the current plans are flawed and must be changed to meet the specific needs of the people living on the San Francisco Peninsula.

Recognizing that:

- HSR trains in other countries are kept out of high-density residential areas (unless prior rail use has provided the wide needed railbed area, which IS NOT the case on the SF Peninsula);
- HSR creates noise and other environmental pollution (e.g., dust, ozone, etc);
- HSR above grade as currently proposed would be a visual & socioeconomic "Berlin Wall" dividing the Peninsula;
- HSR above grade as currently proposed would require eminent domain seizure of private property along nearly the entire SF Peninsula route to achieve the needed right-of-way for the number of tracks proposed.

I ask that the Commission please consider, evaluate and openly respond to (i.e., in their report on public comments) the following 5 options listed below in my priority order (i.e., most desired at top):

1. **Relocate the southern part of the HSR tracks** (south of San Mateo) to the Baylands corridor -- you might even make the Blimp hanger into a contemporary train station. Much of this goes through non-residential areas.

2. **Have people transfer to a Caltrain "bullet train" for their trip from San Jose to/from San Francisco.** Run HSR trains to/from Los Angeles to San Jose. This would only be about 25 minute longer trip between San Jose and San Francisco and would save BILLIONS of dollars in tax payers money in engineering and construction costs and avoid years of delays and disruptions to the public for construction.

3. **Get a rule exception and run HSR trains at current grade level and slow speeds** (i.e., same as current Caltrain "bullet train" speeds) on existing right-of-way Caltrain tracks (with upgraded bed and rails) from San Jose to San Francisco. This would mean only about a 15-minute longer trip from San Jose to San Francisco and would save \$ BILLIONS in tax payers' money in engineering and construction costs and avoid years of delays and disruptions to the public for construction.

4. **Put the HSR tracks, with hot rail (not overhead electric wire), in a tunnel** under the existing CalTrain tracks (i.e., stacked trains), to minimize rail footprint and avoid eminent domain and confiscated properties. Do this for the heavily residential and narrow right-of-way section between San Jose and Burlingame.

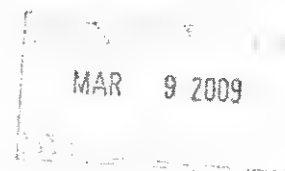
5. **Put the HSR tracks, with hot rail, in a below-grade trench.** Road crossing would be at-grade (i.e., no elevated bridges) to save construction costs. HSR and Caltrain would use the same tracks.

I would appreciate either a written response to these proposed options or being sent a copy of the final report that incorporates these comments on the HSR.

Thank you,



Alan Cooper
270 Kellogg Ave
Palo Alto, CA 94301
650-321-3644
akcooper@pacbell.net



I-5C 80

1
LU
Noise/AQ
1
ACS/EJ
2
GRADE SEPARATION
6
EMINENT DOMAIN
2
Diff ALT.
2
TERMINATE SOUTH BAY
3
TRANSFER BTWN SYSTEMS
3
UPGRADE EXISTING FACILITIES
2
NO PROJECT
5
CONSTRUCTION COSTS
2
UNDERGROUND TRACKS/TUNNEL
2
GRADE SEPARATION
1
INFO REQUEST

Kris Livingston

From: Sharon Cooper [scoop1@earthlink.net]
Sent: Friday, March 20, 2009 8:41 PM
To: HSR Comments
Cc: scoop1@earthlink.net
Subject: San Francisco to San Jose HST

Dear Sirs;

We all agree, California needs to improve public transport But, I would never have voted for the HST if I had known that it would devastate the SF Peninsula.

#11 Intro
#Historic
resources
#1 Community
separation
#1 Aesthetics
Noise

Your proposal of the Cal-Train corridor is unfortunate. It goes smack-through established residential neighborhoods--and in its wake, destroys historic properties, landmarks and homesites. Furthermore, please consider the fate of many narrow neighborhood strips, up and down the Peninsula, squashed on one side by graffiti walled eyesores along with the noise of numerous trains and on the other side, by a busy El Camino Real.

Please consider these options;

#3 Bother
caltrain prog
#4 Baby Bullet

--run a Baby Bullet from San Francisco to San Jose. Consider--a Bullet could save auto trips by offering three or four stops instead of two proposed HST stops.

Make a committed effort to consider putting the train underground. HST shouldn't run through residential neighborhoods unless they are underground!

#2 Tunnel

You have so much to gain by doing this right and so much to lose if you don't. If the CHSRA leaves the San Francisco Peninsula with a project that creates unmeasurable ill-will and even worse, an monumental eyesore, it will not bode well for future HST projects. Nor will your reputation for fairness, good judgement and wise decision making be enhanced, so please consider one of these options.

#11 Conclusion
#1 Aesthetics

Sincerely,

Sharon Cooper
Palo Alto, CA

James B. Cornett
420 Sequoia Avenue, Palo Alto, CA 94036
(650) 322-3801 jimbcornett@aol.com

March 5, 2009

Mr. Dan Leavitt
Deputy Director
ATTN: San Francisco to San Jose HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

MAR 9 2009

California High Speed Rail Authority (CHSRA)

RE: San Francisco to San Jose Project

Dear CHSRA,

I attended the January 29, 2009 CHSRA scoping meeting in Santa Clara and subsequent local meetings in Palo Alto regarding the High Speed Rail (HSR). After listening to the presentations, oral questions and responses, I ask that you please consider the following:

11

Alternate Routes – Northern California. Was there an equivalent level (or depth) of analysis (to what percent engineering) for to compare routes through Pacheco Pass and Altamont Pass?

2
ACT
Route

It appears that undue consideration may have been given to including San Jose along the HSR route. If the HSR goal is to facilitate travel between southern and northern regions of California, a route crossing the Altamont Pass and including the Oakland Airport as well as the San Francisco Airport seems much more appropriate and beneficial.

Alternate Routes – San Francisco Peninsula. Was there an equivalent level (or depth) of analysis (to what percent engineering) for each of the three projected San Francisco to San Jose corridors (Caltrain, Highway 280, Highway 101)?

As noted recently by the Palo Alto City Council, alternate routes for the HSR along the peninsula from San Francisco to San Jose, such as highways 280 and 101, should receive the equivalent level of analysis as the Caltrain corridor. Constructing elevated tracks over such highway routes would provide less disruption to the peninsula communities.

Adequate Disclosure - Extent. Why was the full, potentially adverse impact on quality of life for municipalities through which the HSR might travel not adequately disclosed to residents along the proposed corridor?

7
transparency

The three recently held CHSRA scoping meetings (all in January of 2009), and the local municipalities' responses to them, clearly demonstrate that CHSRA has failed to adequately inform California residents as to the full impact of the HSR.

Adequate Disclosure - Liability. What is the CHSRA's stance on its responsibility (and potential liability) to provide full disclosure of material information with regard to the potential impact on quality of life for municipalities through which the HSR might travel?

I-SC 82

Publicly held corporations in the United States are required by law (SEC) to disclose all material information. Typically, the term “materiality” is functionally determined by whether such information would affect a person’s actions (for example, to buy or sell corporate securities). It appears from recent comments, now that the citizens are fully informed, that CHSRA withheld material information from the residents of California.

transparency
#7

Cost/Benefit Analysis. Please update the cost/benefit analysis, including the models used to predict costs and ridership revenues. Please make this information easily available, in full, on the CHSRA website.

#5
Cost/
benefit

Specifically, what is the CHSRA response to the many deficiencies raised in The California High Speed Rail Proposal Due Diligence Report of September 2008 by Wendell Cox and Joseph Vranich.

San Jose Northern Terminus. What is the fiscal impact on the program (Los Angeles to San Jose) with HSR terminating in San Jose with north bound ridership transferring to Caltrain to reach SFO and/or San Francisco?

#2
Station

San Jose to San Francisco No-Build Option. Please update the cost/benefit analysis for the program to show the effect of the “no-build” option for the San Francisco to San Jose project portion of the program.

#2
alternatives

Mr. Spaethling noted during the February 26, 2009 meeting at the Mitchell Park Community Center that the “no-build” option was applicable to the San Francisco to San Jose project (as distinct from a no-build option for the entire program). As such,

Passage Through Palo Alto – Cost Analysis. Please determine an accurate cost comparison for above-grade (elevated) and below-grade (tunnel) routes for the HSR through Palo Alto, CA.

More specifically, an above-grade route incurs costs such as, but not limited to: grade separations, noise abatement, interim dislocation of Caltrain tracks/service, eminent domain, construction easement as well as impact costs to the municipalities during (and possibly following) construction of reduced property values, business decline (and even termination), reduced tax revenue and increased city administration costs resulting from such civic and commercial dislocations and potential litigation (and program costs due to delay caused by litigation). An updated and accurate cost comparison may show a below-grade route to be a better solution even should the comparison show it carries a somewhat increased cost.

#5
cost
#2
above grade
grade separation
#1
noise
#6
property
values
business

Sincerely,



James B. Cornett

Kris Livingston

From: jimbo.mett@aol.com
Sent: Thursday, March 05, 2009 4:54 PM
To: HSR Comments
Subject: San Francisco to San Jose Project

March 5, 2009

California High Speed Rail Authority (CHSRA)

RE: San Francisco to San Jose Project

Dear CHSRA,

I attended the January 29, 2009 CHSRA scoping meeting in Santa Clara and subsequent local meetings in Palo Alto regarding the High Speed Rail (HSR). After listening to the presentations, oral questions and responses, I ask that you please consider the following:

#11 Intro

Alternate Routes – Northern California. Was there an equivalent level (or depth) of analysis (to what percent engineering) for to compare routes through Pacheco Pass and Altamont Pass?

#2 Alignment

It appears that undue consideration may have been given to including San Jose along the HSR route. If the HSR goal is to facilitate travel between southern and northern regions of California, a route crossing the Altamont Pass and including the Oakland Airport as well as the San Francisco Airport seems much more appropriate and beneficial.

#2 Alignment

Alternate Routes – San Francisco Peninsula. Was there an equivalent level (or depth) of analysis (to what percent engineering) for each of the three projected San Francisco to San Jose corridors (Caltrain, Highway 280, Highway 101)?

#2 Alignment

As noted recently by the Palo Alto City Council, alternate routes for the HSR along the peninsula from San Francisco to San Jose, such as highways 280 and 101, should receive the equivalent level of analysis as the Caltrain corridor. Constructing elevated tracks over such highway routes would provide less disruption to the peninsula communities.

Adequate Disclosure - Extent. Why was the full, potentially adverse impact on quality of life for municipalities through which the HSR might travel not adequately disclosed to residents along the proposed corridor?

#7 Transparency

The three recently held CHSRA scoping meetings (all in January of 2009), and the local municipalities' responses to them, clearly demonstrate that CHSRA has failed to adequately inform California residents as to the full impact of the HSR.

#7 poor public outreach

Adequate Disclosure - Liability. What is the CHSRA's stance on its responsibility (and potential liability) to provide full disclosure of material information with regard to the potential impact on quality of life for municipalities through which the HSR might travel?

#7 Transparency

Publicly held corporations in the United States are required by law (SEC) to disclose all material information. Typically, the term "materiality" is functionally determined by whether such information would affect a person's actions (for example, to buy or sell corporate securities). It appears from recent comments, now that the citizens are fully informed, that CHSRA withheld material information from the residents of California.

Cost/Benefit Analysis. Please update the cost/benefit analysis, including the models used to predict costs and ridership revenues. Please make this information easily available, in full, on the CHSRA website.

#5 Cost/Benefit Analysis

#7 request for info.

Specifically, what is the CHSRA response to the many deficiencies raised in The California High Speed Rail Proposal Due Diligence Report of September 2008 by Wendell Cox and Joseph Vranich.

San Jose Northern Terminus. What is the fiscal impact on the program (Los Angeles to San Jose) with HSR terminating in San Jose with north bound ridership transferring to Caltrain to reach SFO and/or San Francisco?

#2 Terminate in San Jose
#3 system transfer
#1 profitability

San Jose to San Francisco No-Build Option. Please update the cost/benefit analysis for the program to show the effect of the "no-build" option for the San Francisco to San Jose project portion of the program.

#2 No-build

Mr. Spaethling noted during the February 26, 2009 meeting at the Mitchell Park Community Center that the "no-build" option was applicable to the San Francisco to San Jose project (as distinct from a no-build option for the entire program). As such,

Passage Through Palo Alto -- Cost Analysis. Please determine an accurate cost comparison for above-grade (elevated) and below-grade (tunnel) routes for the HSR through Palo Alto, CA.

#5 out of project
#2 Elevated Tunnel
grade separations
#1 Noise Construction
#3 Caltrain Coordination
#5 Community Economic Impact

More specifically, an above-grade route incurs costs such as, but not limited to: grade separations, noise abatement, interim dislocation of Caltrain tracks/service, eminent domain, construction easement as well as impact costs to the municipalities during (and possibly following) construction of reduced property values, business decline (and even termination), reduced tax revenue and increased city administration costs resulting from such civic and commercial dislocations and potential litigation (and program costs due to delay caused by litigation). An updated and accurate cost comparison may show a below-grade route to be a better solution even should the comparison show it carries a somewhat increased cost.

#6 eminent domain.

#2 local business

Sincerely,

James B. Cornett
420 Sequoia Avenue
Palo Alto, CA 94306
(h) (650) 322-3804
email: jimbcornett@aol.com

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:01 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Cynthia Costell [mailto:flossyrabbit@earthlink.net]
Sent: Thursday, January 29, 2009 1:04 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

A neighborhood news letter just informed us of the quiet meetings at the State level about the high speed train. I am disappointed and angry to learn that people living in Palo Alto have not been informed of these plans until today, the last meeting.

] #7 poor outreach

As a resident of Palo Alto for 50 years, I urge you NOT to run the high speed train on the CalTrain tracks along Alma Street. It will devastate large portions of residential neighborhoods in Palo Alto.

] #2 Alt route

I also fear what a 200 mph train would do to Palo Alto High School, which adjoins Alma Street. I have taught at that high school for many years. Every time a train goes by, classes are incapacitated for several minutes. At present, it is an unacceptable interruption. The additional construction and the high speed train would be a disaster to our classes.

| #2 train speed.
| #1 Public Service
| #1 construction impacts

Why run the train through residential areas and make people give up their homes because of eminent domain when you could put the tracks closer to Highway 101?

] #6 eminent domain
] #2 Alt route

Thank you
Cynthia Costell
Palo Alto, CA

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:47 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Jonathan Cranch [mailto:jpcranch@pacbell.net]
Sent: Thursday, February 26, 2009 4:43 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear Mr Leavitt,

I wish to register my total disbelief that you and your committee are even considering a high speed train configuration between San Francisco and San Jose, to say nothing of having a potential station location here in Palo Alto. It is clear that the current trains between those 2 locations serve a certain commuter traffic for the Peninsula, and they need to continue to do so. It is also clear that a high speed train between S F and L A, which would include one segment between S F and San Jose, would not serve or benefit a large enough segment of the population to warrant the costs of such a project, especially in today's current state of economic distress, uncertainty and overall public malaise. Those who travel between S F and L A usually need their own vehicles, especially in L A, where public transportation remains regrettably poorly connected.

#2.
Station
location
#2 No station in
Palo Alto

#9

I am totally against this project and feel that it is outright fiscal lunacy to embark on this project of dubious overall value at a mindboggling cost to us all, whether it surfaces as bond issues, future county/city surtaxes or a simple increase in our State's budget deficit.

#9

Sincerely,

Hannah Cranch
2520 Emerson Street
Palo Alto, CA
94301

Kris Livingston

From: Jonathan Cranch [jpcranch@pacbell.net]
Sent: Friday, March 20, 2009 9:20 PM
To: HSR Comments
Subject: High speed rail betw S F & SJ

To whom this may concern:

I do NOT, in any way, shape or form support the idea of the need for a high speed rail system between S J & S F. The type of service needed between the 2 above mentioned points is a commuter service only, which is already in place. If Caltrain decides to cut such service further as is possibly indicatedt the end of this month, then it will contribute to a situation in which the commuter must increasingly use his/her personal form of transportation instead of public transit. #9 Opposition
#3 California

I am in total disagreement that Peninsula residents need a high speed rail service between S F and L A, of which the S F to S J segment would be a part. While I no longer need to travel from Palo Alto to Los Angeles on a regular schedule, I fail to see how a high speed train would ever be able to accommodate such travel on an improved basis over what most of us do today. #9 Opposition
#2 Alignment

1. Individual travel costs: Cost of train fare, plus cost of bus fare (if bus service is actually available to your specified destination), cost of taxi or rental car if no local bus service is available at your exact destination, plus huge cost of total time spent (wasted) in waiting for transit connections. Of course, if you are on business travel and your company still has an operations budget, you might be picked up at the train station by a specially arranged for vehicle. #5 Travel costs

2. Programs already in place: Fairly good air service between either S F and/or S J and L A X and /or Burbank; fairly good rental car arrangements already in place at all above mentioned locations; fairly quick trips via personal vehicle or company approved use vehicle on highways already in existence to the exact destination desired or needed, plus personal convenience in reaching your overnight accommodations once the business day is over. #3 System
#1 Transfers

3. Federal, state and county costs: Undeniably enormous financial support this program will be needed on all levels. Ultimately, these costs will land on the shoulders of every single taxpayer in California. In case you haven't checked this out recently, there are more and more folks living in California who DON'T actually pay taxes because of their income status. The entertainment of this proposal for a transportation system that we don't need and can't pay for IS TOTALLY LUDICROUS! sources of
funding
#5 Taxpayer
cost
#9 Opposition

Please acknowledge receipt of this letter.

Thank you,

Hannah Cranch
email address is as above
2520 Emerson Street
Palo Alto, CA 94301

San Jose to San Francisco Scoping comment on a small postcard by H. Cranch

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public svc
#6 prop value

#1 bio aesthetics
air quality
#7 oppose

Name	Address	Additional Comments on the Card
H. Cranch	2520 Emerson, Palo Alto 94301	Not here, Sir. Nope! Do <u>NOT</u> even think about HST here. Try going <u>UNDER</u> 101. Hey, where in the world do you think the \$\$ for this will come from? Printing more doesn't do it.

#2. alt route
#5. funding source

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 4:06 PM
To: Kris Livingston
Subject: FW: High speed rail is only acceptable in a FULL BORE TUNNELING

From: Samia Cullen [mailto:scullen@apr.com]
Sent: Monday, April 06, 2009 12:24 PM
To: HSR Comments
Subject: High speed rail is only acceptable in a FULL BORE TUNNELING

Dear Mr. Leavitt,

I am a resident of Palo Alto and I voted for the High Speed Rail, but I did not want my vote to destroy our community. The only acceptable way to have a high speed rail in a *full bore tunneling* other way the impact on the community is a devastating one. Let's do it right. J #2 tunnel

Samia Cullen

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:41 PM
To: Kris Livingston
Subject: FW: High-Speed Rail

From: Violeta Cumti [mailto:vcumti@yahoo.com]
Sent: Monday, March 02, 2009 7:39 AM
To: HSR Comments
Subject: High-Speed Rail

The high-speed train will impact the lives of the families here between Lambert and West Charleston especially those who live next to the railroad tracks. The homes have smaller lots and widening the space for the tracks, will make their lots even smaller and their children will be driven to play in the streets. We are suffering already with the present Caltrain and the freight train system due to noise/vibration at different times of the day and at 2am. Many families here with small children walk to schools, parks, and other after school activities everyday. We are against the blight that will be created in our backyards and in our City.

#1 community impacts

#11 intro
#6 POW Acquisition

#1 noise
#1 vibration

#1 safety
#1 traffic & circulation

#1 Aesthetics

Violeta Cumti
Broker
V. Cumti Realty
212 Margarita Avenue
Palo Alto, CA 94306-2822
phone: 650 493-1176
fax: 650 493-6048
mobile: 650 387-3367
email: vcumti@yahoo.com

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 4:03 PM
To: Kris Livingston
Subject: FW: Bay Area portion of HSR

-----Original Message-----

From: Stacey Curry [mailto:staceycurry@yahoo.com]
Sent: Monday, April 06, 2009 1:27 PM
To: HSR Comments
Subject: Bay Area portion of HSR

I am a Palo Alto resident who lives within 500 feet of the Caltrain tracks with a direct view of Caltrain today. I am writing to you because I am very concerned about the impact of the HSR running from San Francisco to San Jose.

1. Visual Impact: How will you mitigate the visual impact of an elevated track structure with wires up to 40 feet in the air with a 75 foot wide train path?

2. Noise levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? Construction will take a long time, what actions will be taken to make sure the disturbance to those of us next to the track is not so intolerable that families will be up at night because of the noise and lights.

3. Local traffic flows/Community Separation: How will you avoid separating children from their schools and large sections of Palo Alto from emergency services? What will happen to the current train crossings. If the train stops in Palo Alto, how will you handle the exponential increase in traffic, pollution and need for parking?

4. Projects already funded by taxpayer's money: How will we be compensated for the parks and public pathways that will be eliminated and/or downsized that as taxpayers we've already paid for? In particular, Peers Park which runs along the train tracks.

5. Environment: How will you avoid destroying large trees along the tracks such as El Palo Alto and impacting local wildlife?

I would also like you to strongly consider the alternatives for this project such as ending the line in San Jose and using the existing Caltrain trains and baby bullets to transport passengers to San Francisco or putting the portion running through residential communities in underground tunnels. I ask you to think about what Washington DC would look like today if their public subway transportation ran above ground. Please preserve our beautiful communities and not create walls between them.

Thank you for your attention,

Stacey Curry Bishop
Palo Alto, CA



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): William Cutler City: Palo Alto State: CA Zip: 94306

Title (if applicable): _____ Phone: 650-493-8715 Fax: _____

Organization/Business (if applicable): _____ E-mail: bigbillcutler

Address 4114 Park Blvd. Palo Alto CA 94306

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Thanks for having this meeting. I appreciate the opportunity to hear and be heard.

As you can tell from my address, I live about 200' from the right of way. While I enthusiastically support the concept of high speed rail, I naturally want it done in a way that does not adversely impact me and my family. I would like the project to deliver certain qualities, whatever technical options may be adopted.

- Appearance: no massive structures or wires in my viewscape #1 aesthetic
- Land use: convert Alma St. from a very blank traffic corridor to an attractive boulevard that is a community asset #1 land use
- Traffic: maintain or enhance the traffic flow across and parallel to the rail corridor #1 traffic
- Noise, odor, etc.: less than current Caltrain #1 noise
- Safety: eliminate collisions #1 safety

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 91



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): William Cutler City: Palo Alto State: CA Zip: 94306

Title (if applicable): - Phone: 650-493-8715 Fax: -

Organization/Business (if applicable): - E-mail: bigbillcutler@aol.com

Address 4114 Park Blvd., Palo Alto CA 94306

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

The high speed ~~train~~ rail will be used by travellers on extended trips, who will have luggage. Please work with local transit jurisdictions (e.g. bus and Caltrain) to accommodate travellers with luggage. Local transit is set up for commuters and makes it very awkward for those with luggage.

#3
ridership
needs

Also, the scheduling needs to be set up so that high speed rail travellers can make connections at either end using local transit, without depending on cars or taxis.

#3
transit
between
systems

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC92



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

BY: _____

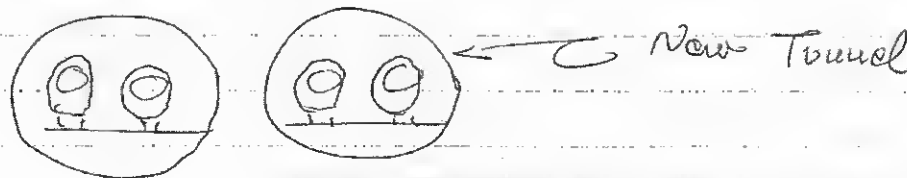
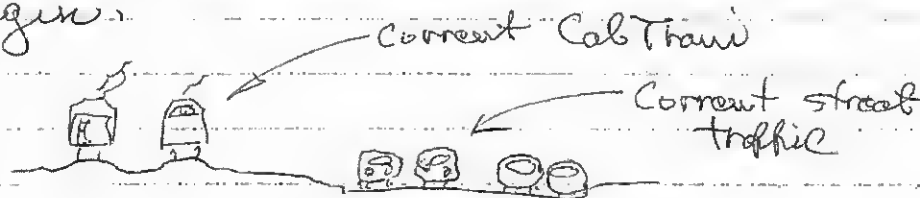
Name (please print): William H. Cutler City: Palo Alto State: CA Zip: 94306
Title (if applicable): — Phone: 650-493-8715 Fax: same, call first
Organization/Business (if applicable): — E-mail: bigbillcutler@aol.com
Address: 4114 Park Blvd.

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Tunnelling favors the constructability criterion for the HSR system. Surface activities on the CalTrain right of way and city streets continue undisturbed until the tunnel tracks are ready, work-arounds to keep CalTrain and traffic flowing during construction are unnecessary. When the tunnel tracks are ready, simply switch over. Then the conversion of the surface to a highly desirable civic asset can begin.

#2 Traffic
#2 tunnel



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 93

Kris Livingston

From: Bigbillcutler@aol.com
Sent: Friday, April 03, 2009 3:21 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Note, for the public record, I have provided a copy of these comments to the City Council of the City of Palo Alto. I am also sending a copy via U. S. Mail in order to be sure my comments are not lost or ignored.

Sincerely,
William H. Cutler
4114 Park Blvd.
Palo Alto, CA 94306
bigbillcutler@aol.com
650-493-8715

Greetings from the pyramid guy (ask Dominic),

HSR, Blessing or Curse?

Palo Alto is iconic. (I play that card with some embarrassment. It sounds so boastful and self-serving.) Palo Alto is know world-wide as a center of innovation and a place of gracious and sophisticated living. It has an ideal climate and ideal location near San Francisco, between scenic mountains and baylands. It is a wonderful place to live and the product of decades of civic involvement to keep it that way. Unlike Las Vegas, what happens in Palo Alto goes everywhere.

You have a choice. You can do HSR the right way in Palo Alto and showcase your wisdom and creativity to the world. You can mess up and ruin a perfectly good town, demonstrating that HSR is a curse to any town that hosts it, thereby ruining the reputation of HSR and dooming the future of HSR in California and the rest of the U. S.

Yes, I do support HSR, IF IT IS DONE RIGHT. HSR is good for the planet, good for California, and it can be a blessing for Palo Alto and any other town along the right-of-way.

There is a principle in design that says, "If you stretch your imagination to the wildest fantasy of what might be and work back to reality from there, you get a much better result than if you start with the current messed up situation and try to patch it up."

The ideal world I envision has Caltrain and HSR sharing an underground right of way, the surface converted to strip park next to residential areas and appropriate development next to non-residential areas. This will make Alma St. a grand boulevard instead of the drab stretch it is now, and avoid creating a strip of blight if the ugly, noisy, elevated track option is adopted. HSR, Caltrain, BART, light rail, surface buses and point-to-point jitney service all work smoothly together in a seamless transportation network that is quick and comfortable.

If we don't dream it, it can never happen.

It is in the interest of the High Speed Rail Authority to invest in the dream. If you don't, if you insist on the narrow, lowest-cost-at-all-costs approach, you will make a pariah of HSR, and you will be skunks. If you invest in the vision and make it a reality, then HSR will be seen as a huge blessing to all mankind and you will be heroes.

The investment is the incremental cost of tunneling with the added-value of the new surface amenities subtracted, as compared with the costs of above-ground construction plus the resulting property value losses.

It clear that the interests of small neighborhoods and the interests of the world at large coincide, when viewed in the larger perspective. Society is strong when there is a sense of mutual support. When neighborhoods on the opposite sides of town support each other, when towns across the length and breadth of California recognize and respect one another's interests, then we have a good society. When neighborhoods support only narrow selfish interests, society falls apart. This is why the State of California, the Federal Government, and private investors should pay a little extra to make HSR

#9
#11

#2
#8
route
support
#11

#2
#3
tunnel
point

#11

#5
cost

#2
#6
tunnel
property
value

#9
#11

I-SC 94

nice for Palo Alto, and for every other town that is threatened with a negative impact. If HSR is seen anywhere as a destructive force, it betrays its purpose and betrays society.

High Speed Rail is transformative. Many have stated that. High speed rail is coming. Let's work for that transformative power to be as broad and as beneficial as it possibly can be.

History of Project Opposition

Are you aware of the history of projects that have encountered opposition from small but determined citizens' groups? Have you considered the risk to the HSR project due to delay, cost increases, and even totally blocking the project? I suggest you research the case of Integrated Solid Waste Management in Santa Clara County.

Criteria and Method of Evaluation

It is a principle of civic affairs, having almost the force of a law of nature, that no plan can succeed that does not make winners of all the major stakeholders. Consequently, to set the CAHSRA on the path to success, I suggest the following.

In advance of any consideration of configuration options for the HSR SF-SJO Corridor, the CAHSRA shall, with full involvement and consent of the affected segments of the public, establish and quantify the criteria to be used in evaluating and ranking HSR configuration options, and the methods of analysis to be used in scoring the configuration options against the criteria. The CAHSRA shall not take upon itself the authority to force a configuration selection over the reasonable objections of the affected segments of the public. In other words, "Because I said so." is not a valid selection criterion.

In particular, determine, with public participation, the means for evaluating the dollar cost of various configuration options against the non-dollar cost of impacts on communities and individual quality of life along the right-of-way.

Qualities of a Good Outcome

The HSR has promise of being a world-class model for the rest of the U. S. and a point of pride for its host communities and the State of California, BUT ONLY if certain qualities are realized. Please ensure that these qualities are delivered in the HSR configuration that is selected.

This request is advanced under the principle of Equity in Distribution of Benefits and Burdens. Quite clearly, HSR promises great benefit for the State of California overall. The burden associated with delivering this benefit should not fall inequitably on a small fraction of the State's citizenry. Should that inequity occur, it would be a serious setback for the cause of sustainable transportation in California, and perhaps the entire U. S., stimulating fierce opposition to HSR in communities that might be threatened by its impact. The qualities described below would be considered proper by any reasonable person, and cannot be compromised for reason of cost or any other justification.

- Quiet: No audible disturbance to normal conversation on the street or in homes shall occur, nor shall any disturbance to the enjoyment of music or the refreshment of quiet solitude within the confines of homes.

- Invisible: No visual intrusion shall occur beyond what currently occurs with CalTrain into the viewspace of neighborhoods bordering the corridor.

- Safe: Trains are kept entirely separate from vehicle, bicycle and pedestrian traffic. In the case of a derailment, no equipment shall leave the boundaries of the right-of-way.

- Enhanced traffic circulation: Traffic circulation and safety for vehicles, bicycles and pedestrians shall be at least as good as at present.

- Coordinated with other transit modes: A seamless web of quick and convenient transit shall be provided, doorstep to destination, for commuters and long-distance travelers alike.

- A community asset: The right-of-way becomes a community asset for use as park or above-ground development as compatible with adjacent land use.

- No taking of homes shall occur.

- No loss of property values shall occur in communities adjacent to the right-of-way.

Trench and Partial Cover Option

Please consider a trench and partial cover option for the stretch of the HSR through Palo Alto, and through other communities where conditions are similar.

The proposed configuration places the roadbed in a trench. The South/West boundary of the trench is the existing fence line. The North/East boundary may extend under Alma St. as necessary to provide the needed width. The trench is covered over for most of its width. The cover supports the pavement of Alma street which is over the trench. To the South/West side of Alma St., the cover supports soil for vegetation, or buildings in areas where such development is appropriate. The cover is left open, either continuously or intermittently, over the track on the farthest South/West side of the trench. This track is used for diesel freight traffic and the open area provides for ventilation. This open area also relieves the pressure buildup at the front of the HSR train. If passive ventilation is insufficient, fans to augment flow may be installed.

The structure is constructed in two phases. The first phase is to excavate the trench sufficient for two tracks on the North/East side. This may require closing one or two lanes of traffic on Alma St. until the cover over the tracks is installed and Alma St. can be restored. The existing tracks are left undisturbed for CalTrain and SP freight use.

The second phase of construction moves CalTrain and SP freight to the new tracks in the trench while the trenching on the South/West side is completed.

For the most part, construction proceeds in a straight-forward manner. Special measures will be required at the San Antonio overpass, at the current Oregon Ave., Embarcadero and University Ave. underpasses, at creek crossings, and at stations. However, these measures are no more extreme than the measures required in those locations for other configurations of the HSR.

This configuration has the advantage of restoring current underpasses to surface-level streets, with improvements in traffic flow, and reduced costs for accommodating the intersections.

Accommodating Underground Services

Placing the HSR right-of-way on an elevated structure does not alleviate the necessity to accommodate underground services such as utility and sewer lines, and communication cables, that cross under the current right of way. Access to these lines for maintenance and repair must be provided by any configuration of the HSR.

Tube Under the Bay

Please consider a routing of the HSR right-of-way from San Jose to the vicinity of the San Francisco Airport through a tube under San Francisco Bay. This option could be constructed using the same technology as the BART tube.

Landscaping the Elevated Track Structure

Note, this suggestion is NOT AN ENDORSEMENT of the elevated track option. It is offered as a partial mitigation in case the elevated option is imposed against the interests of residential neighborhoods that abut the right of way.

Where the HSR right of way is elevated, the sides of the elevated structure shall be terraced and landscaped with suitable vegetation. This feature shall be provided wherever the elevated structure can be viewed by residents from their property or by the public, except in highly urbanized or industrial areas. The contours of the terracing and top of the wall, in both elevation and plan views, shall be undulating or stepped in order to avoid any extended straight lines. If poles are used to support overhead power lines for the trains (see suggestion to utilize third-rail technology in residential areas as the preferred alternative) and the right-of-way is narrow, foundations for the poles may be integrated into the sloping sides of the terraced structure so that poles are far enough from tracks.

The terraces shall be planted with species that are drought-resistant, non-invasive of the local ecosystem, low maintenance, and attractive in appearance at all times of the year. The effect shall be of a natural hillside. An estate-quality appearance, with all plantings healthy, well groomed, weed and trash free, shall be maintained through continuous care by a crew of horticulturally-trained gardeners (not blow-and-go guys). Funding for this care shall be included as a permanent item in the rail system's operating budget. A cost of \$250,000 per mile-year should be sufficient, providing about 2 hours per month of attention to each 100 ft. of landscaping along the tracks.

#2
trench

#2
trench

#2
phasing

#2
underground

#2
alt route

#2
elevated tracks
#1
residential

Property owners abutting the right of way shall be given the option of having the terraced structure as the rear boundary of their property (no fence). They shall be allowed to construct their side fences right up to the terraced structure. In such cases, property owners shall allow access to the landscaping by the maintenance crew.

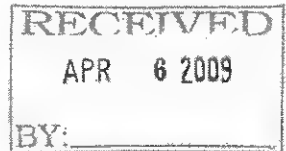
#6
property
rights

Third-rail

Where the HSR passes through residential neighborhoods or non-industrial commercial areas, power to the trains shall be delivered via a third rail and no unsightly overhead power wires shall be used. In such areas, the speed of the train (we are told) will be limited to 120 mph, easing the challenge to implementing the third-rail technology.

#1
Assisto
#4
all
tech

Feeling the pinch at the grocery store? Make dinner for \$10 or less.



4114 Park Blvd.
Palo Alto, CA 94306
April 3, 2009

Mr. Dan Leavitt, Deputy Director
ATTN: San Francisco to San Jose
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

*duplicate of
email 4.3.09 3:21pm*

Note, I have also sent a copy of these suggestions via e-mail, to be sure they are not lost.

Greetings from the pyramid guy (ask Dominic),

HSR, Blessing or Curse?

Palo Alto is iconic. (I play that card with some embarrassment. It sounds so boastful and self-serving.) Palo Alto is know world-wide as a center of innovation and a place of gracious and sophisticated living. It has an ideal climate and ideal location near San Francisco, between scenic mountains and baylands. It is a wonderful place to live and the product of decades of civic involvement to keep it that way. Unlike Las Vegas, what happens in Palo Alto goes everywhere.

You have a choice. You can do HSR the right way in Palo Alto and showcase your wisdom and creativity to the world. You can mess up and ruin a perfectly good town, demonstrating that HSR is a curse to any town that hosts it, thereby ruining the reputation of HSR and dooming the future of HSR in California and the rest of the U. S.

Yes, I do support HSR, IF IT IS DONE RIGHT. HSR is good for the planet, good for California, and it can be a blessing for Palo Alto and any other town along the right-of-way.

There is a principle in design that says, "If you stretch your imagination to the wildest fantasy of what might be and work back to reality from there, you get a much better result than if you start with the current messed up situation and try to patch it up."

The ideal world I envision has Caltrain and HSR sharing an underground right of way, the surface converted to strip park next to residential areas and appropriate development next to non-residential areas. This will make Alma St. a grand boulevard instead of the drab stretch it is now, and avoid creating a strip of blight if the ugly, noisy, elevated track option is adopted. HSR, Caltrain, BART, light rail, surface buses and point-to-point jitney service all work smoothly together in a seamless transportation network that is quick and comfortable.

If we don't dream it, it can never happen.

I-SC 95

It is in the interest of the High Speed Rail Authority to invest in the dream. If you don't, if you insist on the narrow, lowest-cost-at-all-costs approach, you will make a pariah of HSR, and you will be skunks. If you invest in the vision and make it a reality, then HSR will be seen as a huge blessing to all mankind and you will be heroes.

The investment is the incremental cost of tunneling with the added-value of the new surface amenities subtracted, as compared with the costs of above-ground construction plus the resulting property value losses.

It is clear that the interests of small neighborhoods and the interests of the world at large coincide, when viewed in the larger perspective. Society is strong when there is a sense of mutual support. When neighborhoods on the opposite sides of town support each other, when towns across the length and breadth of California recognize and respect one another's interests, then we have a good society. When neighborhoods support only narrow selfish interests, society falls apart. This is why the State of California, the Federal Government, and private investors should pay a little extra to make HSR nice for Palo Alto, and for every other town that is threatened with a negative impact. If HSR is seen anywhere as a destructive force, it betrays its purpose and betrays society.

High Speed Rail is transformative. Many have stated that. High speed rail is coming. Let's work for that transformative power to be as broad and as beneficial as it possibly can be.

History of Project Opposition

Are you aware of the history of projects that have encountered opposition from small but determined citizens' groups? Have you considered the risk to the HSR project due to delay, cost increases, and even totally blocking the project? I suggest you research the case of Integrated Solid Waste Management in Santa Clara County.

Criteria and Method of Evaluation

It is a principle of civic affairs, having almost the force of a law of nature, that no plan can succeed that does not make winners of all the major stakeholders. Consequently, to set the CAHSRA on the path to success, I suggest the following.

In advance of any consideration of configuration options for the HSR SF-SJO Corridor, the CAHSRA shall, with full involvement and consent of the affected segments of the public, establish and quantify the criteria to be used in evaluating and ranking HSR configuration options, and the methods of analysis to be used in scoring the configuration options against the criteria. The CAHSRA shall not take upon itself the authority to force a configuration selection over the reasonable objections of the affected segments of the public. In other words, "Because I said so." is not a valid selection criterion.

In particular, determine, with public participation, the means for evaluating the dollar cost

of various configuration options against the non-dollar cost of impacts on communities and individual quality of life along the right-of-way.

Qualities of a Good Outcome

The HSR has promise of being a world-class model for the rest of the U. S. and a point of pride for its host communities and the State of California, BUT ONLY if certain qualities are realized. Please ensure that these qualities are delivered in the HSR configuration that is selected.

This request is advanced under the principle of Equity in Distribution of Benefits and Burdens. Quite clearly, HSR promises great benefit for the State of California overall. The burden associated with delivering this benefit should not fall inequitably on a small fraction of the State's citizenry. Should that inequity occur, it would be a serious setback for the cause of sustainable transportation in California, and perhaps the entire U. S., stimulating fierce opposition to HSR in communities that might be threatened by its impact. The qualities described below would be considered proper by any reasonable person, and cannot be compromised for reason of cost or any other justification.

- Quiet: No audible disturbance to normal conversation on the street or in homes shall occur, nor shall any disturbance to the enjoyment of music or the refreshment of quiet solitude within the confines of homes.
- Invisible: No visual intrusion shall occur beyond what currently occurs with Caltrain into the viewspace of neighborhoods bordering the corridor.
- Safe: Trains are kept entirely separate from vehicle, bicycle and pedestrian traffic. In the case of a derailment, no equipment shall leave the boundaries of the right-of-way.
- Enhanced traffic circulation: Traffic circulation and safety for vehicles, bicycles and pedestrians shall be at least as good as at present.
- Coordinated with other transit modes: A seamless web of quick and convenient transit shall be provided, doorstep to destination, for commuters and long-distance travelers alike.
- A community asset: The right-of-way becomes a community asset for use as park or above-ground development as compatible with adjacent land use.
- No taking of homes shall occur.
- No loss of property values shall occur in communities adjacent to the right-of-way.

Trench and Partial Cover Option

Please consider a trench and partial cover option for the stretch of the HSR through Palo Alto, and through other communities where conditions are similar.

The proposed configuration places the roadbed in a trench. The South/West boundary of the trench is the existing fence line. The North/East boundary may extend under Alma St. as necessary to provide the needed width. The trench is covered over for most of its width. The cover supports the pavement of Alma street which is over the trench. To the South/West side of Alma St., the cover supports soil for vegetation, or buildings in areas where such development is appropriate. The cover is left open, either continuously or intermittently, over the track on the farthest South/West side of the trench. This track is used for diesel freight traffic and the open area provides for ventilation. This open area also relieves the pressure buildup at the front of the HSR train. If passive ventilation is insufficient, fans to augment flow may be installed.

The structure is constructed in two phases. The first phase is to excavate the trench sufficient for two tracks on the North/East side. This may require closing one or two lanes of traffic on Alma St. until the cover over the tracks is installed and Alma St. can be restored. The existing tracks are left undisturbed for Caltrain and SP freight use.

The second phase of construction moves CalTrain and SP freight to the new tracks in the trench while the trenching on the South/West side is completed.

For the most part, construction proceeds in a straight-forward manner. Special measures will be required at the San Antonio overpass, at the current Oregon Ave., Embarcadero and University Ave. underpasses, at creek crossings, and at stations. However, these measures are no more extreme than the measures required in those locations for other configurations of the HSR.

This configuration has the advantage of restoring current underpasses to surface-level streets, with improvements in traffic flow, and reduced costs for accommodating the intersections.

Accommodating Underground Services

Placing the HSR right-of-way on an elevated structure does not alleviate the necessity to accommodate underground services such as utility and sewer lines, and communication cables, that cross under the current right of way. Access to these lines for maintenance and repair must be provided by any configuration of the HSR.

Tube Under the Bay

Please consider a routing of the HSR right-of-way from San Jose to the vicinity of the San Francisco Airport through a tube under San Francisco Bay. This option could be

constructed using the same technology as the BART tube.

Landscaping the Elevated Track Structure

Note, this suggestion is NOT AN ENDORSEMENT of the elevated track option. It is offered as a partial mitigation in case the elevated option is imposed against the interests of residential neighborhoods that abut the right of way.

Where the HSR right of way is elevated, the sides of the elevated structure shall be terraced and landscaped with suitable vegetation. This feature shall be provided wherever the elevated structure can be viewed by residents from their property or by the public, except in highly urbanized or industrial areas. The contours of the terracing and top of the wall, in both elevation and plan views, shall be undulating or stepped in order to avoid any extended straight lines. If poles are used to support overhead power lines for the trains (see suggestion to utilize third-rail technology in residential areas as the preferred alternative) and the right-of-way is narrow, foundations for the poles may be integrated into the sloping sides of the terraced structure so that poles are far enough from tracks.

The terraces shall be planted with species that are drought-resistant, non-invasive of the local ecosystem, low maintenance, and attractive in appearance at all times of the year. The effect shall be of a natural hillside. An estate-quality appearance, with all plantings healthy, well groomed, weed and trash free, shall be maintained through continuous care by a crew of horticulturally-trained gardeners (not blow-and-go guys). Funding for this care shall be included as a permanent item in the rail system's operating budget. A cost of \$250,000 per mile/year should be sufficient, providing about 2 hours per month of attention to each 100 ft. of landscaping along the tracks.

Property owners abutting the right of way shall be given the option of having the terraced structure as the rear boundary of their property (no fence). They shall be allowed to construct their side fences right up to the terraced structure. In such cases, property owners shall allow access to the landscaping by the maintenance crew.

Third-rail

Where the HSR passes through residential neighborhoods or non-industrial commercial areas, power to the trains shall be delivered via a third rail and no unsightly overhead power wires shall be used. In such areas, the speed of the train (we are told) will be limited to 120 mph, easing the challenge to implementing the third-rail technology.

Sincerely,



William H. Cutler

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:04 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose

From: Bigbillcutler@aol.com [mailto:Bigbillcutler@aol.com]
Sent: Monday, April 06, 2009 8:15 PM
To: HSR Comments; city.council@cityofpaloalto.org
Subject: San Francisco to San Jose

I hope these comments make it under the wire before the comment period closes April 6.

Note, for the public record, I have provided a copy of these comments to the City Council of the City of Palo Alto.

Sincerely,
William H. Cutler
4114 Park Blvd.
Palo Alto, CA 94306
bigbillcutler@aol.com
650-493-8715

No Elevated Viaduct

Under no circumstances should you give even a moment's consideration to placing HSR tracks on an elevated viaduct (platform on columns) in residential areas. Doing so would create the Dark Chasm of Hell under the tracks where graffiti and trash would collect, the homeless would encamp, and people of darkness would find shelter to conduct their antisocial activities.

Mid-Peninsula Station at San Antonio Rd. and 101

By using the 101 alignment for the HSR corridor, it makes it possible to locate a station for the Mid-Peninsula at the intersection of San Antonio Rd. and 101. This location provides access to Stanford and Silicon Valley locations. It connects directly with the freeway network via 101 and 85. It is in an area currently developed for light manufacturing, where a large, full-service HSR station and transit-oriented development could be done at a major scale without displacing any high-value current uses. It is not far from the current Caltrain station at San Antonio Rd. and Alma St. and could be connected to that station via shuttle service.

Feeling the pinch at the grocery store? Make dinner for \$10 or less.

#11
intro

#4
under
ground
tracks

#2
station
location



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☒ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): Thomas D'Arrezzo City: Palo Alto State: CA Zip: 94306

Title (if applicable): _____ Phone: 650 327-8810 Fax: _____

Organization/Business (if applicable): _____ E-mail: tdarezzo@yahoo.com

Address 1563 Mariposa Ave

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

I live adjacent to the existing Caltrain corridor. I have lived in the house since 2001. I am concerned about the plan to have four tracks in this corridor, as I don't think there is adequate room without an incursion into my property or Alma street in Palo Alto. I do not want to lose my house.

6
PROP.
ACQUISITION
#3 Number
of tracks
#6
Eminent
domain

If the project must go forward, please consider building it underground.

2
UNDER-
GROUND
TRACKS

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC-97

Kris Livingston

From: Tom D'Arezzo [tdarezzo@yahoo.com]
Sent: Sunday, April 05, 2009 1:36 PM
To: HSR Comments
Subject: EIR Scoping Comments

1. We support the scoping comments provided to the Authority by the City of Palo Alto. In addition, offer some specific concerns as set forth below. #11 intro

2. Any and all Project level EIR plan alternatives considered must be demonstrated to be consistent with the general findings in the adopted Program EIR. Specifically, in your findings of fact, you concluded impacts on community cohesion would be low, that you would maintain neighborhood integrity and that the project would have a beneficial effect on community cohesion by improving circulation. The design options suggested at the scoping sessions as well as right of way limitations in many neighborhoods along the route seriously challenge these earlier conclusions and commitments. #1 op. env. impacts
#1 community impacts
#1 EJ comm. separation
#1 op. env. concerns

3. The analysis of the preferred plans and environmentally appropriate alternatives must include or identify real world examples that show similar HST configurations in similar residential neighborhoods to those found on the Peninsula and along the train route (e.g., Palo Alto, Menlo Park, Atherton, Willow Glen etc.). Planning/transportation staff and city officials from the impacted cities, as well as some representative property owners that back up to the line should be taken to these real world locations and provided opportunity to fully experience the HST use. Only with such experiences can appropriate environmental evaluations be made relative to the project level EIR effort. It is essential that the tight conditions along Peninsula corridor in particular, not be a testing ground to see if the system can work. The potential cost of such a testing process could be catastrophic. #1 Alternative
#1 operational env. impacts

4. We stress that the above analysis (comment 3) is needed as HST representative Dominic Spaeth specifically told us at the scoping sessions that the HST Authority needed to build the Central Valley link so that the system design and operation could be better understood. If this is the case, then no EIR work should be pursued for the Peninsula until a Central Valley link is in place and tested where it can do harm. If the HST Authority has no practical experience to build off of, it should not use the Peninsula route as a test as the potential neighborhood and community impacts are huge and could not be undone. #2 Alternative route
#1 safety

5. Given the economic limitations facing the project, California and the nation, the EIR needs to clearly demonstrate that construction of both the HST and an electrified Caltrain are justified. A fair and complete analysis in the EIR/EIS is needed relative to actual time savings between the two systems. There needs to be a hard look taken relative to actual ridership projections taking into account the economic crisis and its impact on growth projections. If such fair and complete analysis show that time savings are not huge and ridership projections need to be lowered, then it may make economic sense not to build both new systems along Peninsula route. We need to be assured that we are not wasting money for duplicative services just to showcase a system. The EIR should clearly demonstrate that the system is justified in terms of meeting actual service needs and justified economically. #5 construction operational costs
#3 freq. of trains

Thank you for the opportunity to present these comments to the HST Authority. We look forward to their complete analysis and response during the course of drafting and public reviews of the subject project level EIR/EIS. #11 conclusion

Sincerely,
Tom D'Arezzo
1563 Mariposa Avenue

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:58 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose High-Speed Train Project EIR/EIS Scoping Comments
Attachments: plume Map.pdf

From: Jodyldavidson@aol.com [mailto:Jodyldavidson@aol.com]
Sent: Monday, April 06, 2009 11:55 PM
To: HSR Comments
Cc: Jodyldavidson@aol.com
Subject: San Francisco to San Jose High-Speed Train Project EIR/EIS Scoping Comments

Note: Palo Alto Plume Map Attached

April 6, 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Scoping Comments for California High Speed Rail Authority's San Francisco to San Jose High Speed Train (HST) Environmental Impact Report / Environmental Impact Statement (EIR/EIS)

Dear Mr. Leavitt:

As you prepare the EIR/EIS for the San Francisco to San Jose High Speed Train (HST) project, please keep in mind that the existing Caltrain railroad line is over 100 years old. As such the EIR/EIS must consider the following:

- A complete soil analysis must be done for all toxic substances. *1#1 HAZ*
- The disruption or movement of soil in the vicinity of the tracks may aerate these toxics, causing inhalation. There are many homes and schools in close proximity to this old railroad line. Arsenic was detected in Burlingame, and is believed to originate from the same railroad line.
http://findarticles.com/p/articles/mi_qn4176/is_20050416/ai_n15821325/
- Rail lines are often contaminated with arsenic and lead since slag was used as a structural base for tracks. Many tracks which are still in use today have this. Slag is waste created from metal extraction.
http://www.atsdr.cdc.gov/hac/PHA/unionpacific/uni_p1.html
- Creosote - Since rail ties have traditionally been treated with creosote, coal tar creosote, coal tar, coal tar pitch, and coal tar pitch volatiles, measures must be taken to mitigate toxics from these substance.

A comprehensive analysis of all soil and shallow groundwater along the rail line must be done since many rail lines traditionally abutted old industrial sites. The Palo Alto Oregon Expressway Toxic plume must be studied.

- Palo Alto has a toxic plume which runs adjacent to and under the current right of way of the existing rail. This area is called the COE Plume. A plume map is attached.
- Roger Papler is the case worker assigned to this area. To the best of my knowledge, there is currently a tight pack vapor stripper with 4 pumps in operation at Oregon Expressway. These pumps run continuously to dewater the underpass, but are capable of stripping up to 600,000 gallons of water/day. They are discharging under an

NPDES permit. After the toxics have been lowered to meet federal discharge requirements, the water is discharged into a lined flood channel (Matadero Creek) and discharged into the bay.

- Please refer to attached plume map. Note that the date on the plume map is 2007; the shape of the plume may have changed due to the natural downgradient flow patterns which run from west to east (hills to the bay).
- Vibration from construction activities and running additional trains may cause movement of this plume. Since the plume has a natural downgradient flow, this could potentially push it further into downgradient neighborhoods.

Investigate potential health impacts to citizens and wildlife from continuous exposure to strong electromagnetic field radiation (EMF), and RF. Additionally any high-voltage DC transmission (HVDC) that interconnect wind farms, power generating plants, and transformers from power generating, and energy storage cells must be thoroughly assessed and mitigated.

- Although our HSR is not following the German Maglev design, there is a direct relationship between high voltage and magnetism, so these must be taken into consideration. Germany has generous set backs (984 feet) between their Maglev rail lines and urban and commercial buildings.
- In Shanghai, China, citizens were concerned about excessive noise, radiation, and other impacts. They have noted cracks and tilting in existing buildings. They say that there is a "different feeling" in the ground, especially after the EXCAVATION OF UNDERGROUND PARKING STRUCTURES. They were successful in re-routing the rail to prevent collateral damage.

High speed rail service currently exists between Shanghai and Pudong airport (approximately 19 miles), but the government wanted to extend service to run an additional 108 miles to connect Shanghai to Hangzhou. Both projects currently use German engineering technology.

- Residents are upset since the trains would be running approximately 72 feet from their properties, when the recommended buffer zone in Germany is 984 feet. If this project is to go forward, I feel that it will need more generous setbacks than are currently in existence.
- Link to article for German buffer zone around the rail right of way:
http://www.reuters.com/article/homepageCrisis/idUSPEK327579.CH_2400
- Reports from International media, including a youtube video from Al-Jazeera – very interesting!
<http://chinadigitaltimes.net/tag/maglev-protests/>
- Reference to reported structural damage to buildings like cracking, and tilting of buildings, a feeling that the ground has been changed after construction of the HSR, and underground parking facilities.
http://shanghaiist.com/2008/03/02/shanghai_stops.php

El Palo Alto - The name sake of our city must not be destroyed. This is California's oldest living landmark.

Sound travels farther on elevated tracks. There is a distinct aerodynamic sound even at lower speeds with HSR. I have ridden the Shinkansen, and attest to this. Existing acoustical studies from other countries should not be used. Reasons:

- Differences in topography
- Variation in sensitivity of equipment used depending on the manufacturer
- Variation in methodology of measuring.
- Sound measurements should be taken when two or more high speed trains pass one another at the speed decided upon to run through urban areas.
- Sound measurements should be taken when 4 trains are running at the same time. Two high speed rail engines and electrified Caltrains.

Palo Alto has 4 flood channels and San Francisquito creek where the train must cross. Mitigation measures must be taken so that no pollution enters these waterways or disrupts flow.

- Adobe is all concrete bottom and sides from Hwy 101 to Alma.
- Matadero is all concrete bottom and sides from Hwy 101 to Alma, except from Greer to hwy 101
- Barron is all concrete bottom and sides from Hwy 101 to Alma except for about 800 feet just upstream of hwy 101.
- San Francisquito creek is a natural creek where natural recharge can occur. It is also the location of our historic tree. http://en.wikipedia.org/wiki/San_Franciscuito_Creek

The train must not be tunneled for the following reasons:

- Cost *25 cost*
- High groundwater necessitating the installation of permanent dewatering devices to lower the natural level of our ground water *#1 Hydro*
- Remediation of any contaminated groundwater would be costly *#1 HAZ*
- Tunneling could jeopardize our natural emergency water supply by contaminating the water which is potable and may be used in the event of an emergency such as an earthquake if our underground piping systems were to rupture that would carry our water from our emergency water supply tanks. One is currently under construction at El Camino Park and lies about 75 feet within the ROW of the current tracks. *#2 tunnel GWS*
- A tunnel could cause flooding west of the tunnel due to the thick clays and poor transmissivity of water through clays. *#1 Hydro*
- The thick clay alluvial soils act as a barrier to contaminants, and the water in many areas of our city is potable at a depth of 34 feet. Construction for tunneling would introduce toxics and jeopardize this. *#1 HAZ Hydro*
- The tunnel can not be built due to the compressibility of our soil *#1 GWS*
- Adding weight of trains and equipment into this could cause the tunnel to sink *#1 GWS*
- Bart is already experiencing leaking in their tunnels *#1 GWS, HAZ, Hydro*
- Ventilation shafts would also be needed to be built. *#1 GWS, HAZ, Hydro*
- The energy use from dewatering devices and ventilation within the tunnel would require an extraordinary amount of extra energy to run continuously. *#4 alt feet*

Due to the unpredictability of our climate, all sources of uncontaminated groundwater must be protected. If HSR contaminates this water source, you have contaminated it not only for our city, but for all the cities up and down the corridor. *#1 Hydro*

If any kind of tunneling or excavation is done which impacts groundwater, I insist that a certified hydrologist from USGS conduct a complete hydrological mapping of the area. *#1 Hydro*

We want HSR to do it right if it gets done, please let's not pass a legacy onto our children that they will regret. Let's do it right and keep it above ground. *#2 above ground*

I would like you to explore other possible routes - the right of way for electrification and elevation is simply too close to peoples homes. This rail really needs to be put out on 101. It is supposed to replace air travel. We already have an efficient commuter line up this corridor. *#2 ACT route*

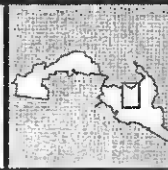
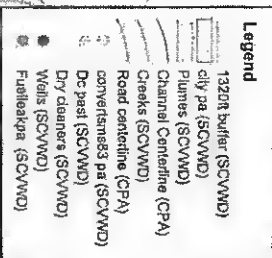
Thank you for addressing these concerns in the project EIR/EIS.

Sincerely,

Jody Davidson
Palo Alto

P.S. I hear that there are some of those spotted tiger salamanders along the corridor. No kidding!

Worried about job security? Check out the 5 safest jobs in a recession.



Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:50 PM
To: Kris Livingston
Subject: FW: Resubmit of SJ-SF with hotlinks and corrected date for attached plume map
Attachments: Plume Map.pdf

From: Jodyldavidson@aol.com [mailto:Jodyldavidson@aol.com]
Sent: Friday, April 10, 2009 1:08 AM
To: HSR Comments
Subject: Resubmit of SJ-SF with hotlinks and corrected date for attached plume map

Note: Palo Alto Plume Map Attached With Hot Links in Letter

April 10, 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Scoping Comments for California High Speed Rail Authority's San Francisco to San Jose High Speed Train (HST) Environmental Impact Report / Environmental Impact Statement (EIR/EIS). My first letter did not include hot links, and I have included additional information about desiccation of vegetation from high velocity winds. And the correct date of the attached toxic plume map. Please accept this letter with my apologies for the delay. #1 intro
#1 biological resources

Dear Mr. Leavitt:

As you prepare the EIR/EIS for the San Francisco to San Jose High Speed Train (HST) project, please keep in mind that the existing Caltrain railroad line is over 100 years old. As such the EIR/EIS must consider the following: #1 intro

- **A complete soil analysis must be done for all toxic substances.** #1 Geology & Soils, #1 Hazards
- The disruption or movement of soil in the vicinity of the tracks may aerate these toxics, causing inhalation. There are many homes and schools in close proximity to this old railroad line. Arsenic was detected in Burlingame, and is believed to originate from the same railroad line. #1 Geology & Soils
#1 Hazards

http://findarticles.com/p/articles/mi_qn4176/is_20050416/ai_n15821325/

- Rail lines are often contaminated with arsenic and lead since slag was used as a structural base for tracks. Many tracks which are still in use today have this. Slag is waste created from metal extraction. #1 Hazards
- Creosote - Since rail ties have traditionally been treated with creosote, coal tar creosote, coal tar, coal tar pitch, and coal tar pitch volatiles, measures must be taken to mitigate toxics from these substance. #1 Hazards

A comprehensive analysis of all soil and shallow groundwater along the rail line must be done since many rail lines traditionally abutted old industrial sites. The Palo Alto Oregon Expressway Toxic plume must be studied. #1 Hazards
#1 Ground water
Resources

- Palo Alto has a toxic plume which runs adjacent to and under the current right of way of the existing rail. This area is called the COE Plume. A plume map is attached.
- Roger Papler is the case worker assigned to this area. To the best of my knowledge, there is currently a tight pack vapor stripper with 4 pumps in operation at Oregon Expressway. These pumps run continuously to dewater the underpass, but are capable of stripping up to 600,000 gallons of water/day. They are discharging under an NPDES permit. After the toxics have been lowered to meet federal discharge requirements, the water is discharged into a lined flood channel (Matadero Creek) and discharged into the bay.
- Please refer to attached plume map. Note that the date on the plume map is 2007; the shape of the plume may have changed due to the natural down gradient flow patterns which run from west to east (hills to the bay).
- Vibration from construction activities and running additional trains may cause movement of this plume. Since the plume has a natural down gradient flow, this could potentially push it further into down gradient neighborhoods.

Investigate potential health impacts to citizens and wildlife from continuous exposure to strong electromagnetic field radiation (EMF), and RF. Additionally any high-voltage DC transmission (HVDC) that interconnect wind farms, power generating plants, and transformers from power generating, and energy storage cells must be thoroughly assessed and mitigated.

- Although our HSR is not following the German Maglev design, there is a direct relationship between high voltage and magnetism, so these must be taken into consideration. Germany has generous set backs (984 feet) between their Maglev rail lines and urban and commercial buildings.
- In Shanghai, China, citizens were concerned about excessive noise, radiation, and other impacts. They have noted cracks and tilting in existing buildings. They say that there is a "different feeling" to the ground, especially after the excavation of underground parking structures. They were successful in re-routing the rail to prevent collateral damage.

High speed rail service currently exists between Shanghai and Pudong airport (approximately 19 miles), but the government wanted to extend service to run an additional 108 miles to connect Shanghai to Hangzhou. Both projects currently use German engineering technology.

- Residents are upset since the trains would be running approximately 72 feet from their properties, when the recommended buffer zone in Germany is 984 feet. If this project is to go forward, I feel that more generous setbacks will be needed, than are currently in existence.
- Link to article for German buffer zone around the rail right of way:

<http://www.reuters.com/article/homepageCrisis/idUSPEK327579.CH.2400>

- Reports from International media, including a YouTube video from Al-Jazeera – very interesting!

<http://chinadigitaltimes.net/tag/maglev-protests/>

- Reference to reported structural damage to buildings like cracking, and tilting of buildings, a feeling that the ground has been changed after construction of the HSR, and underground parking facilities.

http://shanghaiist.com/2008/03/02/shanghai_stops.php

El Palo Alto - The name sake of our City and Stanford University must not be destroyed. This is California's oldest living landmark.

Sound travels farther on elevated tracks. There is a distinct aerodynamic sound even at lower speeds with HSR. I have ridden the JR Shinkansen, and attest to this. Existing acoustical studies from other countries should not be used. Reasons:

- Differences in topography
- Variation in sensitivity of equipment used depending on the manufacturer
- Variation in methodology of measuring.

#1 Hazards

#2 compare to foreign system
#1 Hazards
noise

#2 compare to foreign system
#1 land use
Geology & soils
#2 buffer zone
#1 vibration

#1 Cultural/historical resources

#1 Noise

- Sound measurements should be taken when two or more high speed trains pass one another at the speed decided upon to run through urban areas.
- Sound measurements should be taken when 4 trains are running at the same time. Two high speed rail engines and electrified Caltrains.

#1 Noise

Palo Alto has 3 flood channels and San Francisquito creek where the train must cross.

Mitigation measures must be taken so that no pollution enters these waterways or disrupts flow.

- Adobe is all concrete bottom and sides from Hwy 101 to Alma.
- Matadero is all concrete bottom and sides from Hwy 101 to Alma, except from Greer to hwy 101
- Barron is all concrete bottom and sides from Hwy 101 to Alma except for about 800 feet just upstream of hwy 101.
- San Francisquito creek is a natural creek where natural recharge can occur. It is also the location of our historic tree. http://en.wikipedia.org/wiki/San_Francisquito_Creek

#1 ground water resources

Desiccation of Vegetation from High Velocity Wind Speeds

- Trains running at high velocity will create un-natural winds which are capable of damaging gardens, natural grasslands, and farmlands.
- This could create extreme conditions for grass fires
- This could cause farmers and residents to use more water at a time when our state is in drought. It is anticipated that water will become the limiting factor to the sustainability of our state, and we have all been told to cut back our water use – including groundwater pumping.

#1 biological resources

#1 Hazards

water resources/ utilities

The train must not be tunneled for the following reasons:

- Cost
- High groundwater necessitating the installation of permanent dewatering devices to lower the natural level of our ground water
- Remediation of any contaminated groundwater would be costly
- Tunneling could jeopardize our natural emergency water supply by contaminating the water which is potable and may be used in the event of an emergency such as an earthquake if our underground piping systems were to rupture that would carry our water from our emergency water supply tanks. One is currently under construction at El Camino Park and lies about 75 feet within the ROW of the current tracks.
- A tunnel could cause flooding to commercial and residential properties west (up gradient) of the tunnel due to poor transmissivity of water through our thick alluvial clay soils.
- Our thick alluvial clays act as a barrier to contaminants, and the water in many areas of our city is potable at a depth of 34 feet. Construction for tunneling would introduce toxics and jeopardize this.
- The tunnel can not be built due to the compressible and expansive properties of our soil.
- Adding weight of trains and equipment into a tunnel or underground station could cause the tunnel to experience sinking and fracturing over time.
- Bart is already experiencing problems in their tunnels and stations which were built on fill and compressible soils. Permanent dewatering systems have been built in many BART tunnels and stations to permanently lower the water table to relieve hydrostatic pressure. The BART tunnels built below the natural water table continue to leak and are problematic.
- Ventilation shafts would also be needed to be built.
- The energy use from continuously running dewatering devices and ventilation equipment within the tunnel would require an extraordinary amount of extra energy.

2 elevated track (no tunnel)

Due to the unpredictability of our climate, all sources of uncontaminated groundwater must be protected. If HSR contaminates this water source, you have contaminated it not only for our city, but for all the cities up and down the corridor.

#1 ground water resources

If any kind of tunneling or excavation is done which impacts groundwater, I insist that a **certified hydrologist from USGS** conduct a complete hydrological mapping of this region.

We want HSR to do it right if it gets done, please let's not pass a legacy onto our children that they will regret.
Let's do it right and keep it above ground.

#2 elevated track
#1 safety
#2 different alignment

I would like you to explore other possible routes – the right of way with Caltrain and Union Pacific tracks are too close to schools and peoples homes.

Many rail lines in Japan run alongside highways, please consider running this up the 101 corridor.
CAHSR was voted to replace emissions from air travel. We already have an efficient commuter line up the Caltrain corridor.

#2 alternate alignment

Thank you for addressing these concerns in the project EIR/EIS.

Sincerely,

Jody Davidson
Palo Alto

P.S. I hear that endangered spotted tiger salamanders have habitats along the corridor.

#1 biological resources

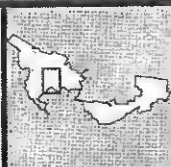
Ohlone Indian burial remains were found when the Oregon Expressway was cut was dug.

#1 background; #1 cultural resources

Worried about job security? Check out the 5 safest jobs in a recession.



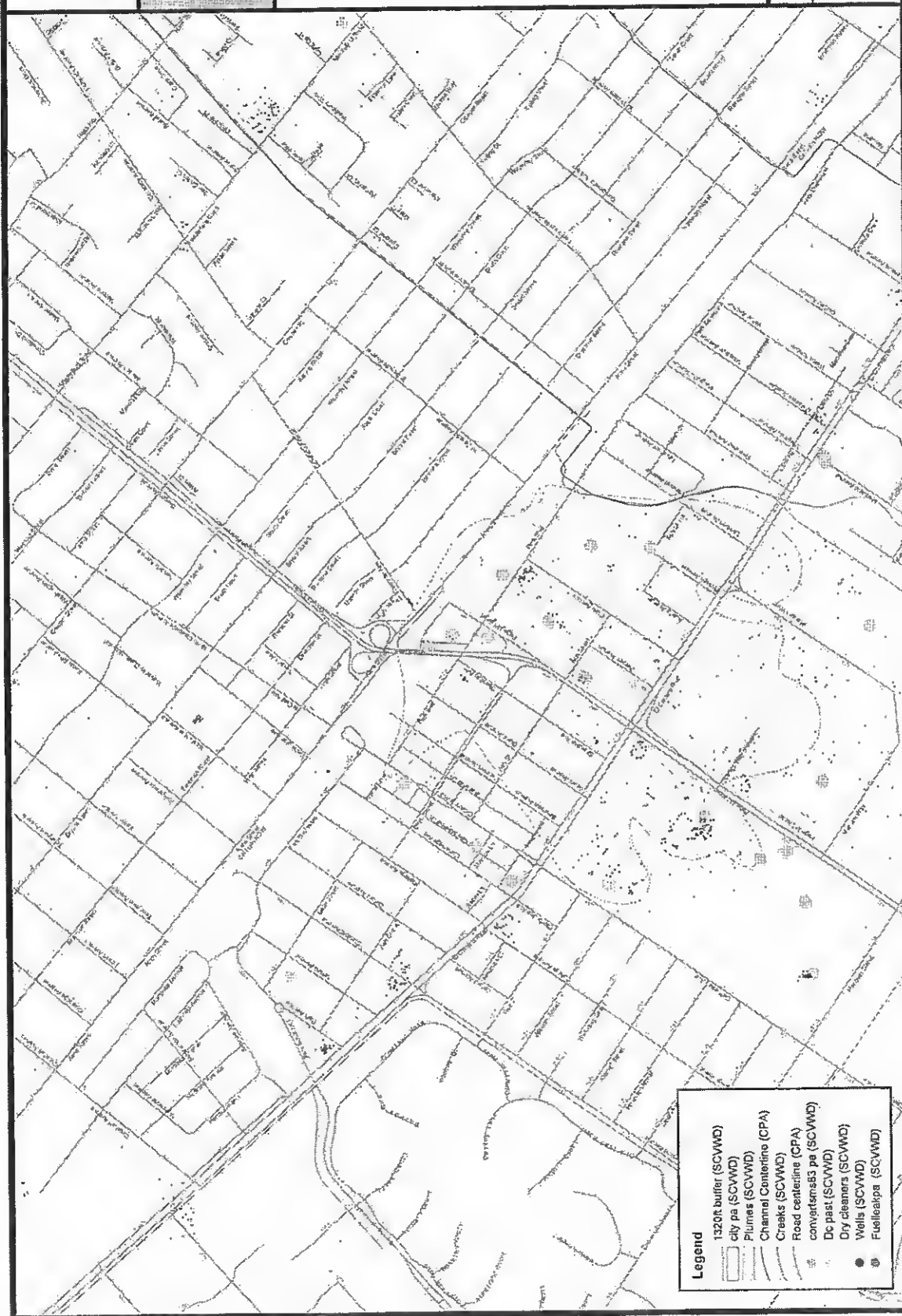
The City of
Palo Alto



This map is a product of the
City of Palo Alto GIS



1" = 100'



This document is a public information product of the City of Palo Alto. It is not a contract and is not intended to be used as such. The City of Palo Alto is not responsible for any errors or omissions in this document.

Map Date: 12/23/2010
Map By: GIS
Map Title: 1320t Buffer Map



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County

☐ January 27 - San Francisco County

☐ January 29 - Santa Clara County

☒ Feb Alto, 2/26

Name (please print):

Title (if applicable):

Organization/Business

Address

Mr Irvin Dawid
753 Alma St # 126
Palo Alto, CA 94301

City:

State:

Zip:

Phone:

Fax:

E-mail:

IRVINDAWID@earthlink.net

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

BY:

MAR 2 2009

At this meeting, we were told that the SJ-SF corridor would probably be a 4-track system, with 2 express track for HSR & Caltrain express, and 2 for local & freight service

3
Number
of
tracks
1 SAFETY
TRAFFIC

My concern is how will you plan for pedestrian fatalities.

Caltrain suffers at least 10 every year; most are suicides - some even occur at stations themselves.

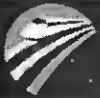
How will you prevent someone intent on suicide from accessing the tracks at a train station - a Caltrain express station or HSR station from standing in front of a train?

What do you plan to do when Caltrain inevitably kills a pedestrian and all traffic is halted?

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 101



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae ☐ February 26 - Palo Alto ☒ March 4 - Redwood City

Name (please print):

City:

State:

Zip:

Title
(if applicable)
Organization
(if applicable)

Mr Irvin Dawid
753 Alma St # 126
Palo Alto, CA 94301

Phone:

650 853 0558

Fax:

E-mail:

IRVINDAWID@hotmail.com

Address:

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please comment clearly.

1. What is the best estimate of the "carbon footprint" of a trip from SFO → LAX by plane and by TCA HSR? 1
GHG EMISSIONS
2. I would like to see a range of alternatives for an elevated structure - from a sheer, vertical wall to "pilings" where cars could be parked below the tracks, to an "EL" where streets and bikeways could be below it. 2
ELEVATED TRACK
GRADE SEPARATION
3. How would passengers go from Millbrae to SFO (and back) considering that currently one must use BART and transfer at San Bruno? 3
TRANSFER
BRTN
STATIONS
4. Please describe dust & other PM generated by passing trains. 1
AQ

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 102

5. Please describe the disruption to Caltrain service with:
- a) elevated structure
 - b) Boring
 - c) cut & cover

1
CONSTRUCTION
IMPACTS
#3 Construction
schedule

6. Please describe the benefit and op^{to} to Caltrain capital investment by having HSR use its ROW, as opposed to putting HSR over Hwy 101.
Will HSR assist in electrification?

2
ALTERNATE
ROUTE
5
OPERATION
COSTS
#4 electrification

7. How will HSR deal with all the existing Caltrain stations, many of which are remodeled at costs of tens of millions of dollars?

3
SHARED
STATION
ACCESS
UPGRADE
EXISTING
PAVIL FACILITIES

8. How will HSR deal with the elevated Caltrain ROW from San Carlos/Redwood City to Belmont/San Mateo?

2
ELEVATED
TRACKS

3
OTHER
PROJECTS
CROSSING

SHARED STATION
ACCESS W/
EXISTING

San Jose to San Francisco Scoping comment on a small postcard by Laura Dayharsh

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics air quality*

Name	Address	Additional Comments on the Card
Laura Dayharsh	777 San Antonio Road # 70, Palo Alto 94303	None

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:49 PM
To: Kris Livingston
Subject: FW: Scoping Input Letter (WGNA)
Attachments: WGNA_HSR_Scoping_Letter.pdf

From: David D. [mailto:ddaytond@att.net]
Sent: Friday, April 10, 2009 6:14 AM
To: HSR Comments
Cc: richard zappelli
Subject: Scoping Input Letter (WGNA)

April 10, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
Attn: San Jose to Merced HST
925 L Street, Suite 1425
Sacramento, CA 95814

Attached: Courtesy electronic copy
Scoping input document in PDF format
From the Willow Glen Neighborhood Association

Dear Mr. Leavitt,

The Willow Glen Neighborhood Association (WGNA) thanks the High Speed Rail Authority for the opportunity to suggest scoping questions for this phase of development of California's High Speed Rail (HST). WGNA thanks the staff and consultants for their outreach and accessibility to members of our organization.

The attached file is an electronic copy for your convenience. Paper document will follow and should arrive by close of business April 10, 2009.

We look forward to California and the CA HSRA taking the lead in setting the standard for environmentally compatible High Speed Rail in the U.S.

Sincerely,

David Dearborn
(sending for Richard Zappelli, and Board of Directors of the Willow Glen Neighborhood Association)

#11
intro

San Jose to San Francisco Scoping comment on a small postcard by G. M. Decud

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public
svc

#6 provable

#1 bio

#1 aesthetics

#1 air quality

Name	Address	Additional Comments on the Card
G. M. Decud	2539 Webster St., Palo Alto 94301	None

I-SC 105

San Jose to San Francisco Scoping comment on a small postcard by V.W. Debs

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? #1 safety
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? #1 noise
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? #1 public suc
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? #6 prop value
- How will you avoid destroying our trees and impacting on local wildlife? #1 bio
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? #1 aesthetics air quality

Name	Address	Additional Comments on the Card
V.W. Debs	315 Flowers Lane, Palo Alto 94306	None

I-SC 106



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): WINTER DELLENbach City: Palo Alto State: CA Zip: 94306

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: winterdell@yahoo.com

Address: _____

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices

Please comment clearly.

- ★ 1. No station in Palo Alto. ★ | #2 No station in Palo Alto
2. Underground tracks | #2 underground
3. Greenway if possible for pedestrians, bikes, etc. allowing flow North & South, and across the tracks east & west @ Alma, Churchill, Embarcadero, Calif. ave, Page Mill, E. Meadow, Arastradero & more. | #2 greenway

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 107



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): Rudy Dyck City: Palo Alto State: CA Zip: 94306

Title (if applicable): _____ Phone: 650-493-3584 Fax: _____

Organization/Business (if applicable): _____ E-mail: rudelphdyck@comcast.net

Address: _____

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

⑥ Having lived here 47 yrs, I see economic impact the least with the rest being along the Bayshore Freeway. Otherwise all the various impacts along the CalTrain corridor will crash the whole community. One reason is that most of Palo Alto community does not benefit at all, but suffer enormous negative impacts.

- we are already growing & having serious growing pains related to traffic density & pedestrian safety
- we are evaluating traffic mitigation but we still don't know if we have a satisfactory solution

RH Dyck
2/26/09

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-5C 108

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:01 PM
To: Kris Livingston
Subject: FW: san francisco to san jose HSR

From: dddinsurance@aol.com [mailto:dddinsurance@aol.com]
Sent: Thursday, January 29, 2009 4:50 PM
To: HSR Comments
Subject: san francisco to san jose HSR

As a resident of Palo Alto and a person who voted FOR HSR, I am appalled that you would seriously consider running HSR on Alma Street in Palo Alto.

Alma Street is a densely populated area. HSR through this area would severely devalue the value of thousands of properties, including homes on the historic register. It would also create an intolerable level of noise making it impossible for anyone within a mile to live in peace or to resale their homes. Many historic homes are forbidden to put in vinyl or double paned windows as the rules are very stringent. It would make it impossible to continue to live in the area and have the peaceful quality of life that we currently enjoy.

The HSR needs to run along the 101 or other highway corridor where there is already a high level of noise and activity.

I am requesting that you do NOT place HSR on Alma Street in Palo Alto. It would be criminal to do so.

Deanna Dickman
P.O. Box 1059
Palo Alto, CA 94302

#6 prop value
#1 historic resonances
#1 noise
#2 alt route

Which stars will make the biggest headlines in 2009? [Get Hollywood news, celebrity photos and more with the PopEater Toolbar.](#)

Kris Livingston

From: Kevin Dickson [kevin@bloodsridge.com]
Sent: Monday, April 06, 2009 10:04 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

As a concerned citizen of Palo Alto I would like to make the following comments.]#11 intro

In general I am a supporter of the need for a high speed rail link between LA and SF. However I feel that a lot of details were purposefully withheld during the election run up.]#7 prop 1A

I would encourage the HSRA to do further due diligence based on the comments below:]#11 intro

Rail Alignment, Profile, Right-of-Way

Evaluate all options (No Build, at-grade, elevated, trench, cut-and-cover, and tunnel) at the same level of detail.]#2 Alternate design

Reevaluate the Altamont Pass Alternative as it would pass through already developed areas compared to the undeveloped areas on the Pacheco Pass Alternative.]#2 Alternate alignment

Evaluate running the HSR under or in the median of Highway 101 along the Peninsula.]#2 Alternate alignment

Evaluate all alternatives to using catenary lines, including a third rail.]#4 Alt. Technology

Include an alternative that does not include freight service on the Caltrain corridor.]#3 coordination w/ freight

Determine the number of tracks required to accommodate Caltrain and HST projections and the resulting Right-Of-Way width requirements as a prerequisite to evaluation of all economic and environmental impacts.]#2 tracks]#6 POW Acquisition

Evaluate the option of having the HSR stop in San Jose and connect to an electrified Caltrain baby bullet.]#2 terminate in San Jose

Evaluate an underground HSR along the peninsula and how that would impact private property rights.]#2 underground

Evaluate running HSR in a trench and how that would impact private property rights.]#2 trench

Evaluate where and how many shoofly tracks would be needed during construction to allow freight train and Caltrain to continue operation.]#3 coordination w/ freight

Provide accurate, to-scale 3-dimensional architectural models of all options (No Build, elevated fill, retaining walls, trench, cut-and-cover, and tunnel) along the entire San Jose—San Francisco route, including all associated sound walls, overhead catenaries, berms, grade separations, etc.]#7 info request, design drawings

Eminent Domain property acquisition required for the various configurations]#6 eminent domain

Specify track sharing arrangements, including responsibility for scheduling and dispatching all trains, including HSR, Caltrain, Union Pacific freight, ACE, and Amtrak interfaces.]#3 coordination w/ other agencies

Explain how HSR will share tracks with Caltrain, or whether it will require a dedicated set of tracks (necessitating wider right-of-way requirements).]#2 tracks

Include the number of tracks and Right-of-Way widths for all segments.]#2 tracks

Indicate whether dedicated tracks would also require dedicated boarding platforms at all stations served by both HST and Caltrain.]#2 tracks

Evaluate the costs associated with dedicated tracks for:
Land acquisition for wider right of way tracks and boarding platforms.

Station costs for more tracks and boarding platforms

Wider tunnels and/or trenches

Grade separations to accommodate additional tracks

Additional tree removal

#5 construction costs

Evaluate the benefits versus costs to each mid-peninsula city being considered for a HSR stop.]#5 costs

Include an evaluation of why a mid-peninsula HSR stop is desirable.]#2 alternate alignment

Visual and Noise Impacts

Explain why the current EIR assesses the impact of elevated tracks as LOW, whereas in reality elevated tracks will have a HIGH/SIGNIFICANT impact.]#1 noise

Include in all noise impact analyses Union Pacific freight noise based on pre-Caltrain electrification levels.

Include in all noise impact analyses the commensurate increase/decrease associated with a change in the vertical alignment, such as elevated track and tunneling or trenching, based on pre-Caltrain electrification levels.]#4 Alt. Technology

Include in all noise impact analyses horn noise for all trains - HSR, Caltrain and freight - as they approach and pass through stations, based on pre-horn abatement project levels.]#2 Alternatives

Include quiet zones and electrification in the No Project alternative, and evaluate the impacts based on comparison of the No Project alternative to the project alternatives.

Environmental Impacts

Evaluate how air quality would vary with different vertical track alignments and identify ways to reduce the air pollution impacts to the community.] #1 AQ

Consider the diesel fumes from the freight trains.] #1 AQ

Consider how removing trees and natural vegetation reduces the current absorption of pollution.] #1 biological resources

Analyze the impacts of electrical wires on nearby homes and businesses.] #1 not birds

Evaluate temporary air quality impacts from years of construction dust and construction equipment emissions.] #1 AQ

Evaluate permanent air quality impacts from the dust raised by the additional trains, as well as the high speed of the trains.] #1 AQ

Evaluate alternative alignments to preserve the many heritage trees (including the 1069 year old El Palo Alto) along the corridor. Heritage size trees simply cannot be replaced and therefore their removal must be avoided, as it cannot be mitigated.] #1 biological resources, #1 historical resources

For a mid-Peninsula station, include illustrations showing the separate dedicated boarding platforms required for Caltrain and HST and how such platforms increase right-of-way widths needed for station itself, as well as wider track approaches before and after the station.] #2 stations

Estimate added cost of both residential and business development needed around a potential Palo Alto station to meet requirements for higher density to promote ridership.] #2 station design

Evaluate the traffic impacts associated with a HSR mid-Peninsula station, apart from the impacts of the HSR itself.] #1 traffic & circulation

Identify the number of trees and shrubs (both heritage and non heritage) to be removed under each scenario and planned mitigation (note that heritage trees cannot be replaced).] #1 biological resources

Safety

Evaluate the safety considerations and potential impacts to nearby homes/schools/parks/businesses associated with the different vertical alignments. Factor in scenarios for freight train derailment, terrorism considerations, and earthquake considerations (particularly if there is an elevated vertical alignment).] #1 safety & security

Include an evaluation of what safety factors will be put in place to accommodate heavy freight cars passing beside light weight trains going as fast as 125 mph, and how residences and businesses will be protected from possible derailment of cars or from debris flying through the air at 70 miles per hour.] #1 safety

Evaluate the cost of including crash-walls to protect the general public in the event of a derailment or from debris stirred up by passing trains.] #5 construction cost

Compare the cost of various safety provisions.

Evaluate the potential cost of a derailment in both human and property terms occurring in the various options (at-grade, elevated, tunneled, trenched).] #5 operational cost

Traffic Circulation

Analyze how different vertical alignments will increase traffic speeds along safe school corridor feeder streets in all peninsula cities.

Consider traffic impact in conjunction with planned Stanford expansion of hospital and shopping and any other known future projects.

Evaluate the traffic impact for NO-Build option (stopping in San Jose) coupled with increases Caltrain service. Determine if grade separation would still be necessary based on future traffic.] #1 traffic & circulation

Evaluate and compare the projected ridership numbers for both Caltrain and HSR based on whether there is a stop in Redwood City, Palo Alto or neither.

Estimate added traffic related to the addition residential and business traffic required near a potential station. This analysis should also include the impact of all known future projects (such as Stanford Hospital Expansion).

Analyze traffic impact during construction especially as it relates to the safe school corridor feeders and temporary closures at Churchill, Meadow and Charleston.

All traffic analysis needs to include data during "peak" and "non peak" times.

Economic Impact

Evaluate Palo Alto's potential expenses for providing transit-oriented development (TOD) around the proposed station through planning and zoning.] #3 TOD

Evaluate how changes in transit-oriented development (TOD) might impact local businesses, residences, traffic, etc.] #2 station design

Evaluate what Palo Alto's expense would be to finance public spaces needed to support the pedestrian/bicycle station area amenities and facilities.] #5 construction cost

Evaluate potential cost of acquiring land from Stanford to create the Palo Alto station.

Evaluate Palo Alto's potential expense for increased school buses as many of the safe school corridor feeders would be significantly impacted during construction and potentially beyond.

Property Impacts

Include recommendations on how to accurately assess land values - particularly with regard to possible eminent domain.] #6 property values, #6 eminent domain

Study potential land value decreases and subsequent tax base implications - specifically with regard to a raised vertical alignment.] #6 property values, #6 eminent domain

Study potential tax base implications of removal of homes through eminent domain.

Specify what the compensation will be for property acquired through eminent domain BEFORE acquisition is determined to prevent property devaluation.] #6 property values, #6 eminent domain

Include how historic buildings (including the Palo Alto Train Depot) will be preserved.] #1 historic resources

Include an appropriate evaluation of all historic structures, not just those that are designated sites that are on the National Register of Historic Places.

Compare property acquisition through Eminent Domain required for the each rail option (No Project, elevated, underground, at-grade, below-ground (trench).

Evaluate what Shoo-Fly tracks and "temporary" property acquisition is required during construction.

#1 historical resources
#6 eminent domain

#2 tracks
#6 ROW Acquisition

Regards,

Kevin Dickson
1646 Madrono Avenue
Palo Alto, CA 94306

From: cdilauro@aol.com
Sent: Saturday, April 04, 2009 11:27 AM
To: HSR Comments
Subject: San Francisco to Los Angeles HSR

I am not opposed to High Speed Rail . My husband and I voted for it. We were very concerned about the global warming.

I do feel deceived about the election ballot as it was very vague and did not say that the route from SJ to SF would be elevated 20 feet and have high voltage (21,000 Watts). What this experience has taught me is I will be unwilling to vote for propositions. Because of the ballot wording you never know fully what you are voting for.

- Right now California can not afford it anything else. I know the Federal is providing the stimulus package, but who will pay the majority of the expense and if and when will be ever get it back?
- How will HSR mitigate the visual impact of an elevated tract structure and increased pollution and local traffic congest as well as the safety of children going to school with congested traffic. Graffiti magnet and eye sore of a 20 foot wall dividing our neighborhoods and slowing down the emergency response in the city.
- How safe will this HSR be with the Cal Tran and s o close to residential housing and local traffic, schools and parks?
- What about our 4 creeks in Palo Alto and bike paths and trees that will have to be eliminated. What about power stations?
- I do not believe that it will be quieter.
- Air pollution cause by increase in train, both high speed and freight trains.
- How safe is the high voltage required for the HSR and what about the children in the near by schools and parks.
- What about our 200 year old tree from which our city (Palo Alto) was named? It is in the corridor.
- Why is the "Railroad Authority" showing this down our throats? They are not listening to the citizens. I was wondering where I really live? Is this the USA or have I been transported? I feel that we can not trust Railroad Authority to do the right thing. They will only do their thing. Who oversees them? Who represents the taxpayers of Palo Alto and California? My husband and I have been residents of Palo Alto for over 38 years and have raised our family here.
- Property values. Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base. You want us to trust the Railroad authority to give "fair market value" with eminent domain. Kind of like the wolf protecting grandma's house.

In conclusion, I am very concerned about the quality of life on the peninsula will a 20 ft wall dividing our towns and the frequency of the trains. It is important that we do the HSR right even if we miss out of the Federal funding. It takes time to develop an appropriate plan and I do not feel the Railroad is doing that and why should they. They have the trumpet card; they can overrule us the taxpayers.

Thanks you for the time and consideration of this matter. I hope you will do the right thing for the peninsula and California.

Letha and Chet DiLauro
Palo Alto, CA

#7. community acceptance, transparency

PROP 1A
misinformed.

5
SOURCE OF FUNDING
↓
NEC
HOUSE
AQ
TRAFFIC
↓
SAFETY
↓
TRAFFIC
BIO
HAZ
HAZ
↓
REC
BIO
HAZ
3
GOV. OVERSIGHT
6
PRIP VALUE
EMINENT DOMAIN
FINANCIAL COMP.
↓
COMMUNITY
IMPACT
ENV
3
FREQUENCY
OF
TRAINS

~~9~~
~~PROCESS PLANNING~~

I-SC III

Kris Livingston

From: cdilauro@aol.com
Sent: Saturday, April 04, 2009 12:47 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

To: High Speed Rail Authorities

Re: High Speed Rail
L

I am not opposed to High Speed Rail. My husband and I voted for it, and we are very concerned about global warming.

I do feel deceived about the election ballot as it was very vague and did not say that the route from San Jose to San Francisco would be elevated 20 feet and have high voltage (21,000 Watts). What this experience has taught me is I will be unwilling to vote for ballot propositions. Because of the ballot wording you never know fully what you are voting for or what you may end up with.

I have the following concerns:

- Right now California can not afford it anything else. I know the Federal is providing the stimulus package, but who will pay the majority of the expense and if and when will be ever get it back? #5 sources of funding
- How will HSR mitigate the visual impact of an elevated track structure and increased pollution and local traffic congestion as well as the safety of children going to school with congested traffic. Graffiti magnet and eye sore of a 20 foot wall dividing our neighborhoods and slowing down the emergency response in the city. #1 aesthetics, noise
#7 pop IA misinformed
- How safe will this HSR be with the Cal Tran and so close to residential housing and local traffic, schools and parks? #1 safety #1 AQ
- What about our 4 creeks in Palo Alto and bike paths and trees that will have to be eliminated. What about power stations? #1 biological resources
#1 utilities
- I do not believe that it will be quieter and there will noise issues. #1 noise
- Air pollution cause by increase in train, both high speed and freight trains. #1 AQ
- How safe is the high voltage required for the HSR and what about the children in the near by schools and parks and the neighbors. #1 safety hazards
#1 public services
- What about our 200 year old tree from which our city (Palo Alto) was named? It is in the corridor. #1 biological resources
- Why is the "Railroad Authority" shoving this down our throats? They are not listening to the citizens. I was wondering where I really live? Is this the USA or have I been transported? I feel that we can not trust Railroad Authority to do the right thing. They will only do their thing. Who oversees them? Who represents the taxpayers of Palo Alto and California? My husband and I have been residents of Palo Alto for over 38 years and have raised our family here. #7 transparency
community acceptance
- Property values. Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base. You want us to trust the Railroad authority to give "fair market value" with eminent domain. Kind of like the wolf protecting grandma's house. #6 eminent domain
#6 property values

In conclusion, I am very concerned about the quality of life on the peninsula with a 20 ft wall dividing our towns and the frequency of the trains. It is important that we do the HSR right even if we miss out of the Federal funding. It takes time to develop an appropriate plan and I do not feel the Railroad is doing that and why should they. They have the trump card; they can overrule us the taxpayers.

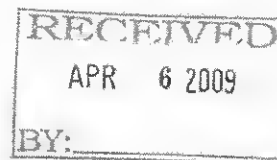
Thanks you for the time and consideration of this matter. I hope you will do the right thing for the peninsula and California.

#11 conclusion

#5 funding sources

Respectfully submitted,
Letha and Chet DiLauro citizens of Palo Alto, CA 4131 park blvd,

E-file your IRS taxes FREE with TaxACT & have your refund in as few as 8 days.



April 3, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street
Suite 1425
Sacramento, CA 95814

Re: High Speed Rail

I am not opposed to High Speed Rail. My husband and I voted for it and we were very concerned about global warming.

I do feel deceived about the election ballot as it was very vague and did not say that the route from SJ to SF would be elevated 20 feet and have high voltage (21,000 Watts). What this experience has taught me is I will be unwilling to vote for ballot propositions. Because of the ballot wording; you never know fully what you are voting for and what you may end up with.

I have the following concerns:

- Right now California can not afford it. I know the Federal Government is providing the stimulus package, but who will pay the majority of the expenses and if and when will be ever get it back? *#8 support*
- How will HSR mitigate the visual impact of an elevated tract structure and increased pollution and local traffic congest as well as the safety of children going to school with congested traffic. Graffiti magnet and eye sore of a 20 foot wall dividing our neighborhoods and slowing down the emergency response in the city. *#7 prop 1A*
- How safe will this HSR be with the Cal Tran and so close to residential housing and local traffic, schools and parks? *#1 aesthetics, #1 EJ community separation, #1 public services, #1 traffic & circulation, #1 safety*
- What about our 4 creeks in Palo Alto and bike paths and trees that will have to be eliminated. What about power stations? *#5 funding construction cost*
- I do not believe that it will be quieter. *#1 noise*
- Air pollution caused by increase in trains, both high speed and freight trains. *#1 AQ*
- How safe is the high voltage required for the HSR and what about the children in the near by schools and parks. *#1 safety, #1 hazards*
- What about our 200 year old tree from which our city (Palo Alto) was named? It is in the corridor. *#1 biological resources, #1 utilities*
- Why is the "Railroad Authority" shoving this down our throats? They are not listening to the citizens. I was wondering where I really live? Is this the USA or have I been transported? I feel that we can not trust Railroad Authority to do the right thing. They will only do their thing. Who oversees them? Who represents the taxpayers of Palo Alto and California? My husband and I have been residents of Palo Alto for over 38 years and have raised our family here. *#2 alignment*
- Property values. Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base. You want us to trust the Railroad authority to give "fair market value" with eminent domain. Kind of like the wolf protecting grandma's house. *#6 eminent domain, #6 property*

#7 community acceptance, transparency

In conclusion, I am very concerned about the quality of life on the peninsula will a 20 ft wall dividing our towns and the frequency of the trains. It is important that we do the HSR right even if we miss out of the Federal funding. It takes time to develop an appropriate plan and I do not feel the Railroad is doing that and why should they? They have the trumpet card; they can overrule us the taxpayers and they have a blank check. *#1 EJ values, #3 frequency, #11 conclusion*

Thanks you for the time and consideration of this matter. I hope you will do the right thing for the peninsula and California.

Respectfully Submitted,

Letha and Chet DiLauro

Letha and Chet DiLauro
4131 Park Blvd
Palo Alto, CA 94306

ISC 43

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:15 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: HSR_scoping_comments-GMCA.doc

From: Mark Dobervich [mailto:markd@ceoexpress.com]
Sent: Monday, April 06, 2009 3:58 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Please find attached text and word doc.- San Francisco to San Jose HST - scoping comments -

Thanks Mark and Carolyn Dobervich
markd@ceoexpress.com

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
April 5, 2009

Ref: CHSRA San Francisco to San Jose High-Speed Train Project EIR/EIS

Dear Mr. Leavitt,

In 2005, two neighborhoods in Palo Alto were added to the **National and California Historic Register of Historic Places**. They are the first modern subdivision homes in California to earn this distinction. The (GM) Greenmeadow neighborhood has been distinguished since its inception in the early 1950s not only by its architecture and communally owned facilities but more specifically by the numerous shared activities and outdoor lifestyle the community was designed to enhance and support. This focus is as strong now as it was originally.

The main entrance to the neighborhood is about 100 feet from the Cal Train corridor via Greenmeadow Way. The proposed high-speed rail could create disruption, noise and vibration that will significantly deteriorate the historic quality of the neighborhood and degrade outdoor activities—reasons for its designation.

Clearly, a major project such as the CHSRA cannot respond to the needs of every community it passes. However, we ask that our neighborhood be specifically considered with the City of Palo Alto scoping comments in the following ways:

The Palo Alto City Council has in its Scoping Comments letter requested traffic, noise, vibration and visual/csthetic studies be done throughout Palo Alto. We request that sound measurements and visual simulations be performed for the study in Greenmcadow neighborhood at specific points relevant to our community life: the center of the GM park, the main entrance to GM (Alma & Greenmeadow Way) and also the center of Cubberly fields – (near cross streets of Parkside Drive and Nelson Drive).

#11 intro

#1 historical resources

#1 traffic/circulation
#1 noise
#1 vibration
#1 historic resources

#11 intro

#1 Noise
#1 vibration
#1 Aesthetics

#7 request for info.

We request that these measurements be taken over a 24-hour period, measuring high point, low point and ambient noise and ideally be taken both on a weekend and a weekday. We request that these figures then be compared with projected noise and vibration for the proposed HST design alternatives and mitigation alternatives proposed to significantly reduce or eliminate impacts above baseline.

#1 noise
#1 vibration

We request that the portion of Alma Street running from Charleston Street to the Mountain View train station be evaluated for noise, vibration and visual/aesthetic effect on pedestrians and bike-riders. This route is used by Greenmeadow and other South Palo Alto residents to reach the Mountain View station. We question whether this population will be driven to use cars, increasing traffic/parking at the station.

#1 noise
#1 vibration
#1 traffic/circulation
#1 Aesthetics

The CHSRA program level EIS/EIR suggests a “~seven foot retained wall plus additional poles and overhead electrification between California Avenue and San Antonio stations which would be at grade” The cross streets of Charleston and Meadow would go under the Caltrain corridor. In view of the likely significant noise, visual and aesthetic degradation compared to the current baseline conditions, we request an analysis of the above factors for a below-grade alternative between California Avenue and San Antonio stations for HST, with the cross street being over the corridor either elevated or at grade.

#1 noise
#1 vibration
#1 traffic
#2 tunnel

The Palo Alto City Council requests evaluation of the high speed rail project on trees and vegetation. South Palo Alto (and adjacent North Mountain View) has in the past few years gained significant multiple bousehold, higher density housing, and additional projects are under way. Streets, schools, recreational facilities and parking lots are more crowded. Significant street arterics such as Alma Street, San Antonio Road and Charleston Street are sources of frustration due to congestion. The added buildings mean obstructed views and fewer lawns, trees and vacant lots. Many believe that natural vegetation not only improves the air quality but also has a calming effect in crowded communities. We request that you consider aesthetic impact of the trees that currently visually shield the Cal Train corridor along Alma Street in South Palo Alto and retain them along with other mitigations.

#1 biological resources
#1 Aesthetics

During the time of construction, we are concerned about traffic flow increases and potential for traffic cut though on Greenmeadow neighborhood streets, as well as impaired entry and access to the neighborhood. We request that as part of Palo Alto Traffic Circulation analysis the points of entry/exit at Greenmeadow Way and Alma Street, Nelson Street and Charleston Street, and Ferne Avenue and San Antonio Road be analyzed for traffic issues impacting GM and surrounding residential areas.

#1 construction impacts
#1 traffic/circulation

The Palo Alto City Council Scoping comments has requested, under Traffic Circulation and Safety, evaluation of several potential safety impacts from construction and operation of the HST. Among them are the different potential impacts, risks (including crashes and explosions), and mitigations between a horizontal 4 track configuration and a stacked 2 track, whether helow grade, above grade, or mixed. We request that these concerns be evaluated also at the San Antonio station and along the Alma Street walkway leading from Greenmeadow to the San Antonio station.

#1 traffic/circulation
#1 safety

The Palo Alto City Council requested analysis of private property impacts.

We request that when “loss of property value of adjacent and nearby properties” is considered, the Greenmeadow neighborhood be specifically considered in light of its historic designation and its strong community identity based on shared facilities and an outdoor lifestyle.

#6 property values
#1 historic resources

Thank you for your consideration.

Mark and Carolyn Dobervich
Email : markd@ceoexpress.com
241 Parkside Drive

650-494-8198

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:06 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: HSR_scoping_comments-GMCA.doc

From: Mark Dobervich [mailto:markd@ceoexpress.com]
Sent: Monday, April 06, 2009 5:29 PM
To: HSR Comments
Subject: Fw: San Francisco to San Jose HST

----- Original Message -----

From: "Mark Dobervich" <markd@ceoexpress.com>
Sent: Mon, April 6, 2009 18:58
Subject: San Francisco to San Jose HST

Please find attached text and word doc.- San Francisco to San Jose HST - scoping comments -

Thanks Mark and Carolyn Dobervich
markd@ceoexpress.com

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
April 5, 2009

Ref: CHSRA San Francisco to San Jose High-Speed Train Project EIR/EIS

Dear Mr. Leavitt,

In 2005, two neighborhoods in Palo Alto were added to the **National and California Historic Register of Historic Places**. They are the first modern subdivision homes in California to earn this distinction. The (GM) Greenmeadow neighborhood has been distinguished since its inception in the early 1950s not only by its architecture and communally owned facilities but more specifically by the numerous shared activities and outdoor lifestyle the community was designed to enhance and support. This focus is as strong now as it was originally.

The main entrance to the neighborhood is about 100 feet from the Cal Train corridor via Greenmeadow Way. The proposed high-speed rail could create disruption, noise and vibration that will significantly deteriorate the historic quality of the neighborhood and degrade outdoor activities—reasons for its designation.

Clearly, a major project such as the CHSRA cannot respond to the needs of every community it passes. However, we ask that our neighborhood be specifically considered with the City of Palo Alto scoping comments in the following ways:

The Palo Alto City Council has in its Scoping Comments letter requested traffic, noise, vibration and visual/esthetic studies be done throughout Palo Alto. We request that sound measurements and visual simulations be performed for the study in Greenmeadow neighborhood at specific points relevant to our community life: the center of the GM park, the main entrance to GM (Alma & Greenmeadow Way) and also the center of Cubberly fields – (near cross streets of Parkside Drive and Nelson Drive).

We request that these measurements be taken over a 24-hour period, measuring high point, low point and ambient noise and ideally be taken both on a weekend and a weekday. We request that these figures then be compared with projected noise and vibration for the proposed HST design alternatives and mitigation alternatives proposed to significantly reduce or eliminate impacts above baseline.

We request that the portion of Alma Street running from Charleston Street to the Mountain View train station be evaluated for noise, vibration and visual/esthetic effect on pedestrians and bike-riders. This route is used by Greenmeadow and other South Palo Alto residents to reach the Mountain View station. We question whether this population will be driven to use cars, increasing traffic/parking at the station.

The CHSRA program level EIS/EIR suggests a “~seven foot retained wall plus additional poles and overhead electrification between California Avenue and San Antonio stations which would be at grade” The cross streets of Charleston and Meadow would go under the Caltrain corridor. In view of the likely significant noise, visual and aesthetic degradation compared to the current baseline conditions, we request an analysis of the above factors for a below-grade alternative between California Avenue and San Antonio stations for HST, with the cross street being over the corridor either elevated or at grade.

The Palo Alto City Council requests evaluation of the high speed rail project on trees and vegetation. South Palo Alto (and adjacent North Mountain View) has in the past few years gained significant multiple-household, higher density housing, and additional projects are under way. Streets, schools, recreational facilities and parking lots are more crowded. Significant street arteries such as Alma Street, San Antonio Road and Charleston Street are sources of frustration due to congestion. The added buildings mean

obstructed views and fewer lawns, trees and vacant lots. Many believe that natural vegetation not only improves the air quality but also has a calming effect in crowded communities. We request that you consider aesthetic impact of the trees that currently visually shield the Cal Train corridor along Alma Street in South Palo Alto and retain them along with other mitigations.

During the time of construction, we are concerned about traffic flow increases and potential for traffic cut through on Greenmeadow neighborhood streets, as well as impaired entry and access to the neighborhood. We request that as part of Palo Alto Traffic Circulation analysis the points of entry/exit at Greenmeadow Way and Alma Street, Nelson Street and Charleston Street, and Ferne Avenue and San Antonio Road be analyzed for traffic issues impacting GM and surrounding residential areas.

The Palo Alto City Council Scoping comments has requested, under Traffic Circulation and Safety, evaluation of several potential safety impacts from construction and operation of the HST. Among them are the different potential impacts, risks (including crashes and explosions), and mitigations between a horizontal 4 track configuration and a stacked 2 track, whether below grade, above grade, or mixed. We request that these concerns be evaluated also at the San Antonio station and along the Alma Street walkway leading from Greenmeadow to the San Antonio station.

The Palo Alto City Council requested analysis of private property impacts.

We request that when "loss of property value of adjacent and nearby properties" is considered, the Greenmeadow neighborhood be specifically considered in light of its historic designation and its strong community identity based on shared facilities and an outdoor lifestyle.

Thank you for your consideration.

Mark and Carolyn Dobervich

Email : markd@ceoexpress.com

241 Parkside Drive

650-494-8198

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
April 5, 2009

Ref: CHSRA San Francisco to San Jose High-Speed Train Project EIR/EIS

Dear Mr. Leavitt,

Duplicate (3)

In 2005, two neighborhoods in Palo Alto were added to the **National and California Historic Register of Historic Places**. They are the first modern subdivision homes in California to earn this distinction. The (GM) Greenmeadow neighborhood has been distinguished since its inception in the early 1950s not only by its architecture and communally owned facilities but more specifically by the numerous shared activities and outdoor lifestyle the community was designed to enhance and support. This focus is as strong now as it was originally.

The main entrance to the neighborhood is about 100 feet from the Cal Train corridor via Greenmeadow Way. The proposed high-speed rail could create disruption, noise and vibration that will significantly deteriorate the historic quality of the neighborhood and degrade outdoor activities — reasons for its designation.

Clearly, a major project such as the CHSRA cannot respond to the needs of every community it passes. However, we ask that our neighborhood be specifically considered with the City of Palo Alto scoping comments in the following ways:

The Palo Alto City Council has in its Scoping Comments letter requested traffic, noise, vibration and visual/esthetic studies be done throughout Palo Alto. We request that sound measurements and visual simulations be performed for the study in Greenmeadow neighborhood at specific points relevant to our community life: the center of the GM park, the main entrance to GM (Alma & Greenmeadow Way) and also the center of Cubberly fields — (near cross streets of Parkside Drive and Nelson Drive).

We request that these measurements be taken over a 24-hour period, measuring high point, low point and ambient noise and ideally be taken both on a weekend and a weekday. We request that these figures then be compared with projected noise and vibration for the proposed HST design alternatives and mitigation alternatives proposed to significantly reduce or eliminate impacts above baseline.

We request that the portion of Alma Street running from Charleston Street to the Mountain View train station be evaluated for noise, vibration and visual/esthetic effect on pedestrians and bike-riders. This route is used by Greenmeadow and other South Palo Alto residents to reach the Mountain View station. We question whether this population will be driven to use cars, increasing traffic/parking at the station.

The CHSRA program level EIS/EIR suggests a “~seven foot retained wall plus additional poles and overhead electrification between California Avenue and San Antonio stations which would be at grade” The cross streets of Charleston and Meadow would go under the Caltrain corridor. In view of the likely significant noise, visual and aesthetic degradation compared to the current baseline conditions, we request an

analysis of the above factors for a below-grade alternative between California Avenue and San Antonio stations for HST, with the cross street being over the corridor either elevated or at grade.

The Palo Alto City Council requests evaluation of the high speed rail project on trees and vegetation. South Palo Alto (and adjacent North Mountain View) has in the past few years gained significant multiple-household, higher density housing, and additional projects are under way. Streets, schools, recreational facilities and parking lots are more crowded. Significant street arteries such as Alma Street, San Antonio Road and Charleston Street are sources of frustration due to congestion. The added buildings mean obstructed views and fewer lawns, trees and vacant lots. Many believe that natural vegetation not only improves the air quality but also has a calming effect in crowded communities. We request that you consider aesthetic impact of the trees that currently visually shield the Cal Train corridor along Alma Street in South Palo Alto and retain them along with other mitigations.

During the time of construction, we are concerned about traffic flow increases and potential for traffic cut though on Greenmeadow neighborhood streets, as well as impaired entry and access to the neighborhood. We request that as part of Palo Alto Traffic Circulation analysis the points of entry/exit at Greenmeadow Way and Alma Street, Nelson Street and Charleston Street, and Ferne Avenue and San Antonio Road be analyzed for traffic issues impacting GM and surrounding residential areas.

The Palo Alto City Council Scoping comments has requested, under Traffic Circulation and Safety, evaluation of several potential safety impacts from construction and operation of the HST. Among them are the different potential impacts, risks (including crashes and explosions), and mitigations between a horizontal 4 track configuration and a stacked 2 track, whether below grade, above grade, or mixed. We request that these concerns be evaluated also at the San Antonio station and along the Alma Street walkway leading from Greenmeadow to the San Antonio station.

The Palo Alto City Council requested analysis of private property impacts. We request that when "loss of property value of adjacent and nearby properties" is considered, the Greenmeadow neighborhood be specifically considered in light of its historic designation and its strong community identity based on shared facilities and an outdoor lifestyle.

Thank you for your consideration.

Mark and Carolyn Dobervich
Email : markd@ceoexpress.com
241 Parkside Drive
650-494-8198

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
April 5, 2009

Ref: CHSRA San Francisco to San Jose High-Speed Train Project EIR/EIS

Dear Mr. Leavitt,

Duplicate (4)

In 2005, two neighborhoods in Palo Alto were added to the **National and California Historic Register of Historic Places**. They are the first modern subdivision homes in California to earn this distinction. The (GM) Greenmeadow neighborhood has been distinguished since its inception in the early 1950s not only by its architecture and communally owned facilities but more specifically by the numerous shared activities and outdoor lifestyle the community was designed to enhance and support. This focus is as strong now as it was originally.

The main entrance to the neighborhood is about 100 feet from the Cal Train corridor via Greenmeadow Way. The proposed high-speed rail could create disruption, noise and vibration that will significantly deteriorate the historic quality of the neighborhood and degrade outdoor activities — reasons for its designation.

Clearly, a major project such as the CHSRA cannot respond to the needs of every community it passes. However, we ask that our neighborhood be specifically considered with the City of Palo Alto scoping comments in the following ways:

The Palo Alto City Council has in its Scoping Comments letter requested traffic, noise, vibration and visual/esthetic studies be done throughout Palo Alto. We request that sound measurements and visual simulations be performed for the study in Greenmeadow neighborhood at specific points relevant to our community life: the center of the GM park, the main entrance to GM (Alma & Greenmeadow Way) and also the center of Cubberly fields — (near cross streets of Parkside Drive and Nelson Drive).

We request that these measurements be taken over a 24-hour period, measuring high point, low point and ambient noise and ideally be taken both on a weekend and a weekday. We request that these figures then be compared with projected noise and vibration for the proposed HST design alternatives and mitigation alternatives proposed to significantly reduce or eliminate impacts above baseline.

We request that the portion of Alma Street running from Charleston Street to the Mountain View train station be evaluated for noise, vibration and visual/esthetic effect on pedestrians and bike-riders. This route is used by Greenmeadow and other South Palo Alto residents to reach the Mountain View station. We question whether this population will be driven to use cars, increasing traffic/parking at the station.

The CHSRA program level EIS/EIR suggests a “~seven foot retained wall plus additional poles and overhead electrification between California Avenue and San Antonio stations which would be at grade” The cross streets of Charleston and Meadow would go under the Caltrain corridor. In view of the likely significant noise, visual and aesthetic degradation compared to the current baseline conditions, we request an

analysis of the above factors for a below-grade alternative between California Avenue and San Antonio stations for HST, with the cross street being over the corridor either elevated or at grade.

The Palo Alto City Council requests evaluation of the high speed rail project on trees and vegetation. South Palo Alto (and adjacent North Mountain View) has in the past few years gained significant multiple-household, higher density housing, and additional projects are under way. Streets, schools, recreational facilities and parking lots are more crowded. Significant street arteries such as Alma Street, San Antonio Road and Charleston Street are sources of frustration due to congestion. The added buildings mean obstructed views and fewer lawns, trees and vacant lots. Many believe that natural vegetation not only improves the air quality but also has a calming effect in crowded communities. We request that you consider aesthetic impact of the trees that currently visually shield the Cal Train corridor along Alma Street in South Palo Alto and retain them along with other mitigations.

During the time of construction, we are concerned about traffic flow increases and potential for traffic cut though on Greenmeadow neighborhood streets, as well as impaired entry and access to the neighborhood. We request that as part of Palo Alto Traffic Circulation analysis the points of entry/exit at Greenmeadow Way and Alma Street, Nelson Street and Charleston Street, and Ferne Avenue and San Antonio Road be analyzed for traffic issues impacting GM and surrounding residential areas.

The Palo Alto City Council Scoping comments has requested, under Traffic Circulation and Safety, evaluation of several potential safety impacts from construction and operation of the HST. Among them are the different potential impacts, risks (including crashes and explosions), and mitigations between a horizontal 4 track configuration and a stacked 2 track, whether below grade, above grade, or mixed. We request that these concerns be evaluated also at the San Antonio station and along the Alma Street walkway leading from Greenmeadow to the San Antonio station.

The Palo Alto City Council requested analysis of private property impacts. We request that when "loss of property value of adjacent and nearby properties" is considered, the Greenmeadow neighborhood be specifically considered in light of its historic designation and its strong community identity based on shared facilities and an outdoor lifestyle.

Thank you for your consideration.

Mark and Carolyn Dobervich
Email : markd@ceoexpress.com
241 Parkside Drive
650-494-8198

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:59 PM
To: Kris Livingston
Subject: FW: High Speed Rail Line

From: Carolyn [mailto:cdobervich@hotmail.com]
Sent: Friday, January 30, 2009 11:34 AM
To: HSR Comments
Subject: High Speed Rail Line

Hello--I am told that the last meeting concerning the construction of the high speed rail line will be tomorrow. I have never seen plans or heard options about this. Will you please direct me to a source for this information. Also, can you tell me why public hearings have not been scheduled (to my knowledge, at least). Thank you.

Carolyn Dobervich

7 request for info
7 poor public
outreach

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:16 PM
To: Kris Livingston
Subject: FW: SF to SJ HST

From: Desiree Docktor [mailto:ddocktor@apr.com]
Sent: Monday, April 06, 2009 3:10 PM
To: HSR Comments
Subject: RE: SF to SJ HST

Dear Mr. Leavitt,

I have lived in Palo Alto most of my life and love the bay area in general. Easy access to all the cities surrounding the bay would be both environmentally and economically correct. California should lead the way to clean and green and easy to use mass transportation. The current plan to elevate the high speed Rail thru the middle of towns is a very bad idea. If anything it should be the full bore tunnel and use the Altamont Pass route in order not to divide communities in half and take more cars off the road.

A sleek well thought out transportation plan that connects all cities in the bay area should be the primary focus. Have you ever been to London. The transportation system is easy to use from bus, train to the underground.

We in California should lead the way for communities to link by bike, car and mass transportation easily so that less cars are on our freeways and less pollution for our communities. Think of the future for our planet for our children.

Please do not through away \$\$\$ into a system that is ugly not well thought out or just not a good idea. A costly ugly solution will be economically and environmentally disaster.

Sincerely,

Desiree Docktor

Desiree Docktor, SRES,QSC
Alain Pinel Realtors, Palo Alto
Fax: 650-323-1143
Direct: 650-543-1067
Cell: 650-291-8487
ddocktor@apr.com
desandvalteam.com



#1 intro

#2 tunnel

#2 alternate route

#2 foreign system

#1 traffic & circulation

#5 construction & operational cost

#11 conclusion

Kris Livingston

From: Tracy Douglas [Tdouglas8@sbcglobal.net]
Sent: Sunday, March 22, 2009 9:05 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

My thoughts on the High Speed Rail (HSR):

- HSR and a residential corridor do not go together. My house sits on the corridor in south Palo Alto. So yes, I am whining about eminent domain. Why shouldn't I whine? Prop 1A did not make it clear that I could lose my house if I voted for HSR. It did not even dawn on me that it would go plundering through my back yard. Losing my house is not a small thing.
- The HSR through the Palo Alto corridor impacts a whole community, not just the houses that border it.
- I would love to see it underground, "quiet and invisible."
- I also like the idea of the HSR stopping in San Jose (heading north), and then people get off and take Cal Train to continue north. That's how the airports do it...you fly the big jets into the major hubs, and then you get off and board the smaller planes for the outlying cities. You might grumble, but if you have to do it, you do it.

#6 Eminent Domain
#7 Prop 1A
#1 Community Separation
#2 Underground
#2 Terminate in South Bay
#3 Transfers

-T. Douglas

Kris Livingston

From: info@hsr.ca.gov
Sent: Monday, April 06, 2009 11:20 AM
To: Info @ HSR
Subject: CHSR Contact

Follow Up Flag: Follow up
Flag Status: Completed

CHSR Contact.

Contact Name: Jean Dresden
Company: Voices of San Jose
Phone: (408)298-0275
Email: JeanAnn2@aol.com
Website:
Comment:

SF to SJ Scoping Questions Mr. Dan Leavitt, CHSRA ATTN.: SF to SJ Dear Sir: Given the opposition and deep financial pockets of many residents along the SF to SJ route, which may delay the implementation of HSR for decades, please consider the following alternatives: (1) SJ to Bayshore Freeway (Hwy 101) to Dumbarton Spur in Menlo Park and rejoin the Caltrain ROW (2) SJ to Baysore Freeway (Hwy 101) to Redwood City and rejoin Caltrain ROW (3) SJ to Bayshore Freeway (Hwy 101) to Millbrae/SFO and rejoin Caltrain ROW In comparing the alternatives, consider the relative costs of elevated track vs. the mitigations and/or the possible legal mandate to underground the full length of the SF Peninsula. Here are some more specific questions: 1. Could the HSR leave Diridon underground and generally follow an alignment east of Coleman Avenue and west of SJC airport to Hwy 101? Are there concerns about soil? Toxics? Pipelines? If not, could the HSR leave Diridon underground and cross under Newhall Yards and then rise to an elevated structure along the western boundary of SJC airport, then join Hwy 101? 2. Following northbound along Hwy 101, are there any significant engineering barriers to an elevated structure generally along the eastside of Hwy 101 from SJC airport to Moffitt Field? IF so, could HSR elevated track be accommodated within the median strip as shown in artwork for Hwy 580 in the Program Level EIR? 3. At Moffitt Field, could HSR generally follow or join LRT in a trench near Ellis Street to accommodate flight paths at the field? If not, could it go underground? If not, could fly to a central median location? 4. North of Moffitt Field, could an elevated structure be accommodated on the Northeast side of Hwy 101? 5. At Ikea in East Palo Alto, is their adequate setback from the freeway to construct a single pole elevated structure? 6. North of Ikea in East Palo Alto, are there any significant engineering constraints to using an elevated alignment north and east of Hwy 101 to rejoin the Dumbarton Route, or alternatively, use Veterans Blvd to enter the Redwood City Station Area? 7. Are there any engineering constraints to leaving Redwood City on the median of Veterans Blvd. along a single pole elevated structure to Hwy 101? 8. From Hwy 101 at Veterans Blvd. in Redwood City to Hillsdale Blvd, are there significant engineering constraints to an elevated structure on the North side of Hwy 101, generally following frontage roads? 9. From Hwy 101 at Hillsdale Blvd., could an elevated structure in the center median be accommodated to avoid the bones on the North side of Hwy 101 on both sides of 3rd/4th Street in San Mateo? 10. From San Mateo/Burlingame near Peninsula Ave north to Millbrae, could an elevated structure be generally accommodated along the North and east side of Hwy 101? 11. Near Millbrae, could the route flyover Bayshore and join the Multi-modal station at SFO? Of course, there are many more details and questions than this rough email can indicate. Clearly, there is a large cost associated with an elevated structure, but what is the cost of the structure compared to the very likely decades long delay to the project caused by the essentially unlimited financial pockets of wealthy residents of Atherton, Palo Alto, and Menlo Park? Sincerely, Jean Dresden Voices of San Jose (408) 298-0275

#2 ACT route
#2 elevated tracks
#2 alignment
#1 Geo HAZ
#2 elevated structure alt route
#2 air port
#2 elevated structure alt routes

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:35 PM
To: Kris Livingston
Subject: FW: HSR Project

-----Original Message-----

From: Lissa Dutton [mailto:lissamdutton@mac.com]
Sent: Thursday, March 05, 2009 8:37 AM
To: HSR Comments
Subject: HSR Project

As a resident of Old Palo Alto and someone who greatly values the environment, I am strongly supportive of a HSR project. However, I strongly urge you to put the tracks underground. I am concerned about the safety and destruction of a neighborhood. By investing in a tunnel, the project could have a very positive effect on our neighborhood, versus a negative one (danger to kids, ugly and an old system that needs to be updated). It should be a requirement to lay tracks underground for this project.

#8 support
#2 underground
#1 safety
#1 community impacts
#2 underground

Sincerely,

Elisabeth Dutton
461 Washington Ave.

Kris Livingston

From: Lissa Dutton [lissamdutton@mac.com]
Sent: Thursday, March 05, 2009 8:37 AM
To: HSR Comments
Subject: HSR Project

As a resident of Old Palo Alto and someone who greatly values the environment, I am strongly supportive of a HSR project. However, I strongly urge you to put the tracks underground. I am concerned about the safety and destruction of a neighborhood. By investing in a tunnel, the project could have a very positive effect on our neighborhood, versus a negative one (danger to kids, ugly and an old system that needs to be updated). It should be a requirement to lay tracks underground for this project.

} #8 Support
} #2 Tunnel
} #1 Safety, Construction
} #2 Tunnel

Sincerely,

Elisabeth Dutton
461 Washington Ave.

San Jose to San Francisco Scoping comment on a small postcard by M. Ebinger

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public se.*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio.*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
#1 air quality*

Name	Address	Additional Comments on the Card
M. Ebinger	2320 Bryant St, Palo Alto 94301	None

I-SC 121

Kris Livingston

From: Martin Eichner [martineichner@sbcglobal.net]
Sent: Saturday, April 04, 2009 10:11 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

We have lived in our lovely, diverse Palo Alto neighborhood on Park Boulevard for more than 30 years. Although we voted for the concept of a high speed rail link between Northern and Southern California, we do not support a project that could destroy our neighborhood.

If the route will be planned for the Caltrain corridor, it must be planned in a way that will preserve our neighborhood and the many others along this same corridor. An elevated system would make our neighborhood unlivable. The loss of land and associated construction issues would probably make our neighborhood into a ghost town, and any households who had the bravery to stay would be driven away by the completed system, due to the creation of a terrible eyesore and noise pollution.

Please insist on an alternative route or an alternative plan for the same corridor such as a tunnel.

Thank you for your careful consideration of a decision that will change our lives.

Martin & Jeannie Eichner
3944 Park Blvd.
Palo Alto, CA 94306

tel: 650-493-3887

9
OPPOSITION

1
CONSTRUCTION
NOISE
TRAFFIC
COMMUNITY
ACQUIRING ROW

GRADE SEP.

2
ALT. ROUTE
Tunnelling

Kris Livingston

From: info@hsr.ca.gov
Sent: Tuesday, March 10, 2009 5:15 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Stephen Eittreim
Company:
Phone: 650-856-6977
Email: eittreimcs@comcast.net
Website:
Comment:

As recently printed in the Palo Alto Daily News(Mar 5): Dear Editor, Although I share Rich Steibel's fears of what 120 mph trains passing every 3-minutes through Palo Alto at the surface would do to the quality of life around here (Daily News letters, Mar 3), especially for those living near the train tracks, I think we should think of this as a golden opportunity. The Caltrain Bullet and other trains have been a noise and safety problem for the city for a long time. The tracks should of course go underground and once that is accomplished we have the opportunity to cooperate with other cities and construct a greenway/bikeway/pedestrian way from San Jose to South San Francisco. Such a liberation of the land strip that has for a long time divided our cities could become an enhancement for all the cities and enable better communication between east and west sides of the cities. Cities and environmental groups promoting alternative transit modes should combine forces for such a vision. Great advances have recently been made in Tunnel Boring Machines. Is the cost too much? No, and I'm sure our grandchildren won't think so. Steve Eittreim 1975 Ivy Lane Palo Alto, CA 94303 650-856-6977

#1 operation
#2 ~~support~~
#1 No. 1, safety
#2 Tunnel
Greenway
#1 ~~East~~ ~~San Francisco~~
#2 ~~Cost~~
#5 costs

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:58 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HS Rail

From: eittreimcs@comcast.net [mailto:eittreimcs@comcast.net]
Sent: Monday, February 02, 2009 10:51 AM
To: HSR Comments
Cc: yoriko kishimoto
Subject: San Francisco to San Jose HS Rail

To the record:

I think the best option for the San Francisco Peninsula is to underground the railroad right of way. Most of the route is through urban regions where this would make the most sense. What the public I think does not appreciate is the extraordinary strides that have been made in tunneling technologies over the past few decades. Once the tunnel boring equipment is built (very expensive up front), the costs are not very great for the additional time operating the equipment. In other words, once the boring machine is built, the more days or years it is used, the cheaper it becomes per day or per year. I am by no means any kind of expert in this engineering but as a geologist (retired from USGS since 2003) I know that the materials underlying the train tracks down the peninsula is by and large pretty soft stuff.... I would guess pretty easy and fast to bore through. The old method of cutting a trench, then covering it, is laden with all the inconvenience and expense that goes with shutting down the infrastructure through the string of cities down the peninsula. In contrast, tunneling beneath all that infrastructure including water, gas, sewer and electric lines seems like the best method here. I hope the local authorities, the VTA and MTC, have put their best engineering minds working on this over recent years. The BART line coming into San Jose from the northeast is planning to tunnel westward under the city. Perhaps a combination of interests from BART, HSRail and Caltrain all come together here. All can use the same tunneling machine once it is fabricated.

#2 Tunnel

#1 Geology

#2 Trench

#2 Tunnel

My impression, again from a non-expert, who simply reads the NY Times and other general sources on such things, is that trenching and covering is old-outdated expensive technology and remotely-operated machine tunneling is the best method today. An extra added bonus of course is that all the peninsula cities could convert their old railroad right-of-ways to greenways. Imagine a green bikeway from San Jose to San Francisco. And most of our Peninsula cities would no longer have to operate as spit-cities with barriers running down the middle.

#2 Tunnel

#2 Greenway

#1 Community Separation

Again I hope that your best engineering minds have scoured the world for the best sources of information on this tunneling technology. Building the "Chunnel" beneath the English Channel comes to mind as a similarly-scaled project, done decades ago.

#2 Tunnel

Good luck in your planning....

Steve Eittreim
1975 Ivy Lane
Palo Alto, CA 94303
650-856-6977



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

MAR 2 2009

BY:

Name (please print): Steve Eittrheim

City: Palo Alto

State: CA Zip: 94303

Title (if applicable): PhD, USGS - retired

Phone: 650-856-6977

Fax:

Organization/Business (if applicable):

E-mail: eittrheimcs@comcast.net

Address:

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

With the rail corridor passing through the centers of about 15 (mostly expanding) cities of the Peninsula (SF Pen) there is a real need to underground the rails. This becomes especially attractive if the surface right of way can be given over to the cities as a greenway. Such a greenway stretching from San Jose to SF (or south SF) would be extraordinarily valuable for the SF Peninsula's future. Akin in value perhaps to the decision made more than a century ago to set aside Central Park in the center of New York City.

2
UNDER-
GROUND
TRACK

1
LAND USE
OPEN SPACE

2
Greenway

The semi-automated tunneling machines now available should be ideal for this engineering task, allowing the work to proceed without the massive disruption the ~~entire~~ trench-and-cover tunneling causes.

1
CONSTRUCTION
IMPACTS

4
UNDER-
GROUNDING

I hope HSRail, in communication with Caltrain & BART (SJ portion) is seriously considering this option.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 125

San Jose to San Francisco Scoping comment on a small postcard by B. Elspas

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? #1 safety
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? #1 noise
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? #1 public svc
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? #6 prop value
- How will you avoid destroying our trees and impacting on local wildlife? #1 bio
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? #1 aesthetics
#1 air quality

Name	Address	Additional Comments on the Card
B. Elspas	130 Ely Place, Palo Alto 94306	None

I-SC 12'6

Kris Livingston

From: Cecile Eltherington [cecile@eltherington.com]
Sent: Wednesday, April 01, 2009 6:16 PM
To: city.council@cityofpaloalto.org; HSR Comments
Subject: San Francisco to San Jose HST

As a resident of Palo Alto, I am very disappointed by the current design, the elevated wall, to accommodate the San Francisco to San Jose high speed train.

Good design can change the world, and so alas, can bad design.

Please don't spoil our beautiful city of Palo Alto by erecting this wall.

Aesthetics matter, make people happier and reaches all of us at an emotional level.

A wall would not only divide our city but make it less attractive, and would certainly affect our property value.

An underground solution would be a lot more desirable. Yes, underground solution may be costly, but so would a poor design. It would cost a lot to the harmony of our community.

I hope that the decision makers will show empathy for the Palo Alto residents.

Cécile Eltherington
304 Tioga Court
Palo Alto, ca 94306

#2 Design
#3 elevated walls
#1 Aesthetics community impact
#2 elevated walls
#1 Aesthetics
#2 underground
#1 Aesthetics
#1 Env Justice
#1 Land use

Kris Livingston

From: Candace Engelsen [CandaceE@pacbell.net]
Sent: Sunday, April 05, 2009 11:44 AM
To: HSR Comments
Cc: candacee@pacbell.net
Subject: San Francisco to San Jose HST

I supported high speed rail by voting for the bond measure in November 2008. I still support HST but have grave concerns about the route through long-established and cherished peninsula communities.

I live in downtown Palo Alto approximately 8 blocks from the University CalTrain Station. In the summer with windows open to the fresh air, even from this distance I hear the train whistles and, in the late evenings, the heavy freight trains running full speed through the crossings.

I am very concerned about the potential impacts of HST through my city. Above ground HST will add noise, and elevated tracks will divide neighborhoods.

Let's build HST with consideration for the local communities.

I support consideration of HST through established communities via tunneling. If that option is not available, I support a transfer to CalTrain or other public transit to the peninsula and San Francisco.

Candace Engelsen
Resident of Palo Alto since 1987
Palo Alto, CA
April 6, 2009

#8 support
#2 route alternatives

#11 background
#1 noise

#1 noise
#1 ET
community separation

#1 community impacts

#2 tunnel
termination
SJ

Kris Livingston

From: Becky Epstein [epstein@meer.net]
Sent: Sunday, April 05, 2009 9:36 PM
To: HSR Comments
Subject: San Francisco to San Jose HST
Attachments: ScopingCommentApril5.pdf; ATT2550586.txt

Attached please find a 3-page letter, containing my scoping comments.

Respectfully submitted,
Rebecca Epstein

} # 11
Intro

Rebecca L. Epstein
256 Edlee Avenue
Palo Alto, CA 94306

Via E-mail to comments@hsr.ca.gov

April 5, 2009

California High-Speed Rail Authority
Attn: Dan Leavitt, Deputy Director
925 L Street, Suite 1425
Sacramento, CA 95814

Re: San Francisco to San Jose HST Project EIR/EIS

Dear Mr. Leavitt:

I am a resident of the Charleston Meadows neighborhood in Palo Alto, one of the many neighborhoods along the Peninsula that share a boundary with the existing Caltrain right of way. Professionally, I am an active member of the California state bar who has litigated issues of economic damages, mainly in the context of general commercial disputes. After reviewing CEQA and eminent domain case law, I present the following comments for your review. I have no attorney-client relationship in this matter, and the information presented in this letter should not be construed as legal advice. I submit these comments solely as a concerned citizen who is of the opinion that the EIR/EIS will be inadequate if it fails to analyze a number of specific economic impacts.

#11
intro

The California High Speed Rail Authority ("HSRA") has the discretion to analyze economic impacts in its EIR/EIS. The CEQA Guidelines explicitly state that economic information "may be included" in an EIR (see California Code of Regulations, Title 14 section 15131), and there are compelling reasons for the HSRA to do so. In the case of high speed rail, economic impacts speak directly to the feasibility of the project itself as well as proposed alternatives or mitigations. If the HSRA is to comply with the stated CEQA goal of public participation (California Code of Regulations, Title 14 section 15201), the HSRA should present all relevant analysis about economic impacts in the EIR, where there are procedural safeguards to ensure that the public's comments and concerns are adequately addressed.

#5
economic
impact

Prior California case law does state the general rule that EIRs need not address economic impacts, however this precedent is of questionable relevance here. None of these cases concern themselves with mega-projects anywhere near the scale and cost of high speed rail and where economic factors are critical in determining project viability as well as identifying what alternatives are reasonable. Moreover, prior cases such as Sierra Club v. County of Napa, 121 Cal. App. 4th 1490 (2004), involved the situation where the

#11
background
info

entity putting forth the EIR was separate and independent from the decision-making entity for the proposed project and thus the public, as part of the larger administrative record, had the opportunity to appeal to an independent body rendering feasibility decisions. Here, though the HSRA is required to establish an Independent Peer Review Committee, the HSRA remains both the preparer of the EIR and the ultimate decision-maker. I believe this creates a ease of first impression in California about whether an EIR can be adequate if it fails to address economic impacts so critically intertwined with project viability and where the public will not get the benefit of an independent decision maker to evaluate project feasibility as part of the larger administrative record.

7
transparency
independent
review

The remainder of this letter focuses on the specific economic impacts that the EIR/EIS should consider.

11
info

1. Costs of Construction. The EIR should analyze cost overruns typical of other mega-projects in this country and internationally. Even a cursory review of news articles about the Denver Airport or Boston's Big Dig (neither one of which is nearly as "mega" as this project) show that these type of projects are difficult to control and are plagued by significant cost overruns. The EIR/EIS needs to explicitly consider and identify the amount it is allocating for overruns above and beyond its analysis of all known construction costs.

5
construction
costs

2. Fair Market Value for Private Property. The EIR/EIS should analyze, under the proposed project and every alternative, the compensation that will need to be paid to private property owners for whom condemnation proceedings will be initiated. Ballpark regional estimates are not an accurate measure of what it will cost to compensate private property holders. The EIR/EIS should look at which properties will be taken under eminent domain and determine the fair market value for those properties in accordance with California Code of Civil Procedure section 1263.320 (i.e., the most profitable use of the land absent any change in value on account of the project itself). The proper standards and methods to determine fair market value are codified in California Evidence Code sections 815-821, and the EIR/EIS needs to analyze the costs of private property acquisition in accordance with these provisions.

6
eminent
domain
compensation

3. Appraisal and Attorney Fees. The EIR/EIS should analyze how much, in aggregate, private property owners will have to be offered for appraisal fees pursuant to the terms of California Senate Bill 1210, requiring public entities to pay up to \$5,000 of the appraisal fees for private property owners in condemnation proceedings. The EIR should further identify the condemnor's anticipated appraisal cost and attorneys' fees.

6 eminent domain
relocation
appraisal
fees

4. Cost of Partial Takings. The EIR/EIS should determine how many private property owners will have a portion of their property taken and then analyze the fair market value of the property taken as well as the severance damages that result on account of the decrease in the value of the remaining portion of the property.

6 property
takings
financial

5. Inverse Condemnation Damages. With any project proposal that involves elevated tracks, the HSRA has to anticipate a significant amount of inverse condemnation

lawsuits from property owners who have not had their property taken by eminent domain but who will still suffer depreciation of their property values. This diminution of private property values needs to be evaluated in the EIR/EIS by looking at what properties beyond the Caltrain right-of-way will be subjected to increased noise and negative visual impacts as well as properties suffering losses on account of having less connectivity to their larger communities due to the physical barriers created by elevated tracks. After reviewing inverse condemnation cases involving California freeway and other significant transportation projects, the EIR/EIS should, at a minimum, come forward with the expected radius within which property owners will hear, see, or feel vibrations of high speed rail and disclose the estimate it is using for the resulting diminution in property values.

#6
Private
Property
Value

6. Private Property Damage Due to Construction. In the vicinity of the existing rail line, new homes exist along with Eichler homes from the 1950s, characterized in part by their glass walls, post-and-beam construction, and cement slab foundations embedded with radiant heating pipes. The EIR/EIS should consider the costs and a plan for timely repairing residential structural damage resulting from the vibrations of project construction, including cracking and misalignment of foundations, pipes, walls, and windows. The EIR/EIS should also analyze what properties will not be habitable during construction and what the plan and costs will be to relocate residents.

#6-
Compensation

7. Business Damages/Loss of Goodwill. The EIR/EIS should examine what commercial establishments exist along the Caltrain corridor and which ones will have to close or move on account of condemnation required for the project. The HSRA has to anticipate that business owners will seek compensation for the damage to their business, including the loss of goodwill. The EIR/EIS should disclose the estimate it is using for compensating such business owners.

#6 Compensation
Business

Respectfully submitted,

Rebecca L. Epstein

Kris Livingston

From: David Ehrmann [ehrmann@gmail.com]
Sent: Tuesday, March 10, 2009 11:00 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

If comments are being accepted, I have a few:

Given Palo Alto's vocal stance on above-ground HSR through its borders and the complications this creates for a station, perhaps Mountain View should be considered as an alternative. It's the third-busiest Caltrain station, offers better access to most Silicon Valley employers and the potential 49ers' stadium in Santa Clara than either Redwood City or San Jose Diridon, and serves a large concert venue.

#2 Station in Mountain View

Additionally, VTA's plans for the light rail system need to be considered. Measure A provides consideration for extensions to Palo Alto and Sunnyvale/Cupertino, among others. If either of these lines were to be completed, the need for HSR stations might shift. Would VTA's light rail trains be electrically compatible with the HSR system? If so, could this be used as part of a Palo Alto light rail extension?

#3 Light-Rail Coordination

Along with VTA's plans, are there any sections of track where enough room should be left for possible dual-gauged rail that could be shared with BART? Leaving space now is far cheaper than moving tracks later, even if BART is unlikely to use them.

#3 BART Coordination

Last summer, we all saw high gas prices, and it's likely we'll see them again. A well-planned HSR would be a big step towards preparing the Bay Area for an oil shortage and reduce wasted time on transportation. With money available from the bond measure, available labor, and cheap commodity prices, I hope we can find a silver lining in the bad economic conditions and prepare for our future.

#8 Support

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:58 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: John Erlandson [mailto:john.erlandson@sbcglobal.net]
Sent: Monday, February 02, 2009 1:25 PM
To: HSR Comments; city.council@cityofpaloalto.org
Cc: john.erlandson@sbcglobal.net
Subject: San Francisco to San Jose HST

Palo Alto City Council and To Whom It May Concern at California High Speed Rail Authority:

As a resident of Palo Alto I am very concerned about the planned high speed rail project. Specifically, I would like the following issues clearly addressed in the upcoming environmental impact report:

1. Safety. Tens of thousands of Palo Alto school-age children pass over the current Caltrain tracks each year and even with commuter trains limited to much slower speeds than the proposed high speed rail project every year people are killed by these trains. With a proposed speed of over 100 MPH, our children will not have adequate protection from on-coming trains that simply have no way to avoid pedestrian traffic. The life of even one child is, in my opinion, too important to risk. The EIR must include a fool-proof plan to protect our children and other pedestrians from the high-speed rail project.

2. Traffic. Palo Alto already has a serious traffic problem and the EIR must ensure that the high speed rail project doesn't make this problem worse. Traffic at major Palo Alto intersections like Alma and Charleston, Alma and Meadow, and Alma and Churchill already experience significant delays during peak commute times and this could get significantly worse with 100+ MPH trains.

3. Quality of Life. Increased train noise, particularly from gate crossings and train whistles, are seriously eroding the quality of life for all Palo Altans within earshot of the tracks. Of course the project sponsors claim that high speed rail will be quieter than the current diesel trains, but this claim doesn't mean much. The EIR must provide a quantitative method of measuring the impact of high speed train service on the quality of life in Palo Alto so that we citizens can determine if we are willing to pay this price.

4. Cost. Construction on the high speed rail project should not be initiated until we all know how much the total project will cost and how it will be paid for. Too often, rail and public transit zealots have succeeded in hoodwinking the public with ridiculously low cost estimates and we the public have been forced to cover expenses far beyond what was promised. If past projects teach us anything, it is that these same zealots will start construction ASAP in high density areas like Palo Alto before opposition can organize and people realize what the true cost of the project will be.

Please do not accept promises from project sponsors regarding any of the issues listed above. It is critical that we set up an independent and objective citizen's overview committee to ensure that concerns like the four I've listed above will not be swept aside as rail-at-any-cost advocates attempt to get all of us to pay for their dreams.

If I can be of any assistance in reviewing this project, please do not hesitate to call on me.

Best regards,

John Erlandson
4108 Briarwood Way
Palo Alto, CA 94306

john.erlandson@sbcglobal.net

Kris Livingston

From: Lee Daniel Erman [lerman@earthlink.net]
Sent: Tuesday, March 17, 2009 10:34 PM
To: HSR Comments
Subject: SF Peninsula wall: Please be realistic and sensitive

Mr. Leavitt,

I am strongly in favor of high-speed rail, to the point of being willing to pay significant taxes to support it.] #8 Support
#5 Funding

However, I'm concerned that a wall running the length of the San Francisco peninsula would be a disaster if built, and also that the attempt to build it could even seriously endanger the feasibility of the project. Please be open to a more reasonable plan.] #2 Grade
Separations

Thank you,
..Lee Erman

#2 walls

Lee Daniel Erman
2112-H Wyandotte St.
Mtn. View, CA 94043
(650) 964-6897 lerman(at)earthlink.net

Dan Gallagher

From: Etheridge James II [ejthemale@gmail.com]
Sent: Friday, January 23, 2009 9:57 AM
To: HSR Comments
Subject: San Francisco to San Jose

I would like to let you know that I am extremely frustrated with the technogeeks and the sheep who follow anything the geeks tell them. We don't need another train from SF to SJ. There is already one agency handling that and it is Caltrain. If it is to be replaced it should be replaced by BART because that system already exists and would not create another bureaucracy.

#9
opposition.

I live in San Jose and I work in Fremont weekdays and I do volunteer work in Berkeley on Saturdays. This train won't help me to get where I need to go on a regular basis.

This excessively expensive project will only complicate matters. The Caltrain baby bullet has limited stops similar to those proposed by this project and takes about an hour. What is the benefit except to those who are paid by tax dollars that they are wasting.

I voted in the last election and I plan to vote in the next one.

--

Be strong, be safe, and tread lightly.

Kris Livingston

From: Kirsten Essenmacher [kpressenmacher@yahoo.com]
Sent: Sunday, April 05, 2009 8:38 PM
To: HSR Comments
Subject: Peninsula corridor

Dear California High Speed Rail Authority,

I am a resident of Palo Alto and am writing to request that you fully study and evaluate two options to bring high speed rail to SF. The first option would be to build a tunnel to accommodate high-speed rail and Caltrain freight and passenger trains. The second option would be to end high-speed rail in San Jose or Santa Clara and to transfer passengers to express trains for their final journey to San Francisco.

#1 ALT route
#2 tunnel for Freight + passenger.
#2 station termination express train trans for

I am a graduate of Palo Alto High School, and I am particularly concerned about the impact of an elevated high speed rail on that campus. In addition, I am concerned about the visual and noise impact of the elevated tracks extending all the way through our city.

#1 Public service school
#2 elevated tracks
#1 Aesthetics, noise

Thank you for your consideration.

Sincerely,

Kirsten Essenmacher
1524 Channing Ave.
Palo Alto, CA 94303

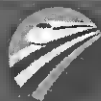
Kris Livingston

From: Carol Farmer [cafarmer6@yahoo.com]
Sent: Tuesday, March 10, 2009 5:05 PM
To: HSR Comments
Subject: Elevated train

The proposed wall and elevated train will turn my beautiful neighborhood in Palo Alto into an ugly, industrial war zone. It would constitute a government taking of my house, since I live about a block from the rails. If the decision-making people lived on my street, you can be sure they would suddenly decide that this is a disastrous idea. My two-story home, which would currently sell for nearly 2 million, would then sell for about nothing.

-Carol Farmer
Southgate neighborhood, Palo Alto

#2 Flunked
#1 Asks
#6 Eminent
domain
#6 Property
Values



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

MAR 2 2009

Name (please print): DAVID FENCL

City: PALO ALTO

BY: CA Zip: 94301

Title (if applicable): RESIDENT

Phone: 650-380-8960

Fax:

Organization/Business (if applicable):

E-mail: 159 CHURCHILL @ 710164.NET

Address:

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment

27 February 2009

From David Fencl, Resident of Palo Alto—159 Churchill Ave.
To: Dan Veavitt, Deputy Director, Ca. High Speed Rail Authority

Subject: Scoping Process Meeting- 26 Feb 2009

1. The most successful mitigation of placing the entire train system underground through residential areas is the most expensive. I favor the subway system, it is the most effective way of controlling sound and disruption of the neighborhoods, anything above ground is available for vandalism and graffiti- the BART concrete that is above ground in San Bruno is visible from the train today. Open tracks with underpasses, makes the noise bounce out of the channel and amplifies it.
2. By taking the train below grade and covered the space above can be directed to public benefit (adjacent parks) and added greenways and segmented bike paths, and allows needed improvement for Alma Street that is disrupted with increasing train traffic as is, at Cburchill, Meadow and Charleston. We have to eliminate that disruption for CalTrain and High Speed Trains as well as freight. Some Parcels along the tracks could be sold to developers of adjacent property for redevelopment which might allow the development of housing nearer the ROW but allow parking and recreation areas above the air rights of the ROX below. Stations at Cal Ave and Palo Alto, could be developed for commercial use with potential for hotel and parking structure, office and housing in a large development that extends from the Alma and El Camino junction past the University Ave area to the Palo Alto Medical Foundation-profits from that development and future leasing of offices would be a good way to defray costs of construction.
3. High Speed Rail needs fewer stations, the Cal Train service should feed to terminals in San Jose and San Francisco. No High Speed Rail stations in Redwood City, Millbrae or Palo Alto. You do not have a stop for the San Jose Airport and access to that is not convenient from the San Jose Station. Development of the Cal Train to bring passengers to and from the two stations will avoid development costs associated with the stations, and allow the High speed trains to proceed without stopping. If someone needs to make a stop between San Francisco and San Jose... they need to transfer or take the Caltrain with enhanced baby bullet trains to make those stops but the High Speed Train should not stop between those two locations and in any residential area it needs to be submerged.
4. BART submerged the extension from Daly City to the Airport through South San Francisco, San Bruno, Colma and it has made the difference, it would have denigrated those modest communities, the stations they developed have parking and redevelopment associated, but the issue of the train and its disruption to the communities is erased. The train should be submerged below grade from Woodside Road past Sunnyvale until the train line enters into the light industrial areas.
5. Traffic circulation in Palo Alto is already strained with development at Stanford and the future development of the Stanford Hospital and Packard Childrens. If the right of way is developed above ground it will act as a further impediment as well as denigrate the city with this large barrier. Submersion allows the city and county to work on street and circulation problems without the conflict with the train passages.
6. Construction of subway in Palo Alto... close half of Alma and put the temporary tracks on Alma, excavate in the existing ROW, half of the system and complete from Oak Grove Ave. in Menlo Park to Rengsdorf in Mountain View, then switch to the half of the tunnel and remove the tracks and complete the other half of the four track system.

1 Community Impacts

1 NOISE/AESTHETICS

2 UNDERGROUND TRACK

2 UNDERGROUND TRACKS

1 LANDUSE
Transit Oriented Development
5 CONSTRUCTION COSTS

NO STATIONS
2 # OF STATIONS
UNDERGROUND TRACK
3 TRANSFER BETWEEN STATIONS

2 UNDERGROUND STATIONS TRACK

2 UNDERGROUND STATION TRACK

1 TRAFFIC

(the comment table is in our records.)

2 CONSTRUCTION METHODS

I-SC 136

Kris Livingston

From: Info @ HSR
Sent: Monday, April 06, 2009 8:59 AM
To: HSR Comments
Subject: FW: CHSR Contact

From: info@hsr.ca.gov [mailto:info@hsr.ca.gov]
Sent: Sun 4/5/2009 4:10 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Valerie A Fenwick
Company:
Phone: 650-961-6675
Email: bubbva@ix.netcom.com
Website:
Comment:

I live near the tracks in Mountain View. Please consider undergrounding the tracks around here. I really don't want elevated trains, because of the noise (I used to live in Chicago, so I know all about elevated train noise!)
Thank you, Valerie Fenwick 154 Bonny Street Mountain View CA 94043 (650) 961-6675

#2 under ground
#2 no elevated
#1 Noise

Kris Livingston

From: Hugo Fiennes [hfiennes@gmail.com]
Sent: Monday, April 06, 2009 9:29 AM
To: HSR Comments
Cc: Claire Fiennes
Subject: San Francisco to San Jose HSR

We recently learned of the scope of the planned HSR line, and are writing to express our concerns about the development's specifics and also the impact this will have in our neighborhood - Charleston Meadows, Palo Alto.

#1 intro

In general, we are in favor of high speed electric trains and their positive environmental impact (vs flying) - however the benefit to the environment of the LA to SF route seems to begin and end with the CO2 savings. This route has been chosen against the advice of every environmental group involved in the process, passes through one of California's largest wetland areas, and will not only involve the construction of a railway but also of a road network to build it. How can we persuade less developed countries to preserve their natural environments when we railroad through our own?

#1 intro

Regarding assumptions on state-wide CO2 emission reduction due to passengers using HSR as opposed to planes or cars, we would like to see the EIR detail both the projected HSR efficiency and also assumptions made about the other modes of transport. Every form of transport is becoming more efficient and comparisons need to be assuming the same improvements apply across the board.

#1 AQ

In relation to the local noise impact, we know that electric trains can be significantly less noisy - per train - than the snail-speed Caltrain service which runs very close by our house, but would like to know whether the HSR will comply with International standards on noise; we feel that the CHSRA should be using international standards because the US doesn't yet have significant experience in this area whereas Japan and Europe have performed many years of research into noise from high speed rail systems and their impact on local people. It should also be noted that the standards used should be those which are applicable in the future when the train becomes operational - Europe is reducing its accepted limits for train noise on a yearly basis.

#1 Noise
#2 foreign system

Has the noise impact on residents been calculated, not just per train but over a 24 hour period for projected traffic levels? The Ldn metric (day-night sound level) is used elsewhere to take into account not only the severity and frequency of train noise but also to weight it for perceived annoyance level due to the time of day which it occurs. This should be studied and published along with transparent calculations, references and assumptions about track design, rolling stock performance, and noise mitigation measures. Given that noise generated is a factor of not only the equipment used but also the standard of maintenance applied, assurances should be made about the performance of the actual trains that run on the line relative to the ones in the study, and regular measurements taken after the trains are running to ensure compliance.

#1 noise

European studies have shown that train noise has the biggest impact on children and young people, who are less able to ignore it; how this will affect the schools and parks near the tracks needs to be investigated and reported.

#1 public services
#1 rec & open space

Another item which does not seem to have been addressed are possible derailment scenarios - the corridor is narrow, the trains will be running much faster than Caltrain does today, and this is a highly seismically active area. The chances of a serious accident are far higher than they are with the current trains speed and frequency and if the rails are raised this becomes an even more frightening prospect for local residents. What research has been carried out on these possibilities, and what mitigations can be budgeted for in the corridor upgrade?

#1 safety & security

Lastly, realistic land pricing pricing should be used for the cost models; at a recent HSR meeting, it was

#1 property values

revealed that the land cost used in calculations was \$193k per acre, a figure that bears little relevance to the cost of land on the peninsula. The land cost in this area, based on the assessed property tax, is in excess of \$5m per acre.

Many of the above concerns are addressed should the line be tunneled; we understand that tunneling will be looked at as part of the planning process, and that it is likely to be expensive - however, this cost should be contrasted against an above ground implementation which includes all the noise and safety mitigations, not just the cheapest set of tracks above ground.

#2 tunnel

Hugo Fiennes
Claire Fiennes
Carolina Lane, Palo Alto

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:57 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Gary Fleeman [mailto:G.Fleeman@Advantest.com]
Sent: Tuesday, February 03, 2009 12:12 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I do not agree with HSR along this corridor.

This route is regional. We should focus both our energy and funding on Regional Solutions and HSR is not a regional solution. San Jose to SoCal is a different question & solution set.

An electrified Caltrain with Limited Express service would wholly service both the HSR aspects to SoCal with a very, very minor time delay and a HUGELY reduced and shared expense ratio, and minor expansions to today's infrastructure (relative to HSR along the route.)
(Speed would especially hold true if the freight train and subsequent track damage was restricted from express rails.)

I am a local frequent train user. I bought my home near the Caltrain for that purpose, and I want expanded regional service. I ride HSR in both Asia and Europe on a monthly basis and I am quite familiar with local/regional versus long range HSR commuting.

I disagree with HSR along the Caltrain corridor.
Gary Fleeman
Mountain View

] #9 oppose design options

] ~~MAINTAIN~~
1+3 Caltrain/Freight
Coordination

] #2 Foreign compare

] #9 oppose design

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:59 PM
To: Kris Livingston
Subject: FW: Support CA High Speed Rail

From: Ellen Fletcher [mailto:ef@ellenfletcher.net]
Sent: Saturday, January 31, 2009 8:44 PM
To: HSR Comments
Subject: Support CA High Speed Rail

I am writing to express my strong support for the proposed high speed rail line between San Francisco and Los Angeles.

It is high time the US caught up with other advanced nations to provide this valuable service. Presently travelers have to choose between driving their own cars or using the airways.

Air travel is highly polluting. First of all, airports are always in outlying locations, requiring extensive travel, usually by car, to reach them, causing extra pollution. Then the airplanes use an enormous amount of fuel per passenger.

Railroad stations, on the other hand, are usually located in urban areas where most people live and are easy to reach.

So for the sake of less climate-degrading pollution and the saving of precious oil, high speed rail is far superior.

Ellen Fletcher
777-108 San Antonio Road
Palo Alto, CA 94303-4826

#8 support
#1 Airquality
GhG

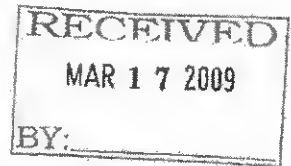
Dan Gallagher

From: Travis Flora [tflora31@sbcglobal.net]
Sent: Friday, January 23, 2009 8:42 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I am in support of a high-speed train from SF to LA.

| #8 support

Thanks,
Travis Flora
Santa Clara, CA



March 16, 2009

Mr. Dan Leavitt, Deputy Director, San Francisco to San Jose HST Project
EIR/EIS
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

I am writing to protest the building of a wall for the elevated tracks of the high speed rail.

I wonder if Ron Diridon and the others who think this is a great project

- live along the Caltrain Corridor; I doubt it.
- wouldn't mind seeing their property values plummet because of a wall; I doubt it.
- wouldn't mind seeing graffiti in their neighborhoods; I doubt it.
- would think it OK to lose some of their property to Eminent Domain; I doubt it.

Mr. Diridon asked why we voted for the project we are now protesting. It was because we approved the concept, not this execution of it. Why weren't we given all of the facts BEFORE this went on the ballot? Was it because the backers knew it would never be approved?

The High Speed Rail project will succeed only if it is placed underground along the Caltrain Corridor. The fight has just begun.

Yours truly,

Ruth Havemeyer Foley

Ruth Havemeyer Foley
169 Hemlock Court
Palo Alto, CA 94306-4623

cc: State Senator Joe Simitian

2
Sound Wall

6 PROPERTY
VALUES
EMINENT
DOMAIN

1 AESTHETICS

7 Prop 1A

2 UNDER-
GROUND
TRACE

I-5C 142

Kris Livingston

From: Nancy Fox [chezfox@mindspring.com]
Sent: Sunday, April 05, 2009 5:59 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

We are residents of the Charleston Meadows neighborhood in Palo Alto which is among the many residential areas on the San Francisco Peninsula that share a boundary with the existing Cal Train right of way. We urge the HSRA to conduct a project level EIR/EIS that will help ensure that the high speed rail project will have a positive impact on our community and our state. A review of the program level EIR/EIS raises concerns in a number of areas that cause us to fear that this project could devastate our city and neighboring communities.

Our concerns include the following:

1. Noise and Vibration. The existing EIR/EIS states that the Palo Alto corridor will have a "medium" noise and a "high" vibration impact and proposes noise barriers to mitigate this impact. The project level EIR/EIS must review these assessments and consider the visual and aesthetic impacts of the HST AND any proposed barriers.

2. Safety. Given the international climate, we must study carefully the issues of potential train derailment and terrorism. Impacts from seismic activity in the event of a major earthquake should be addressed.

3. Air Quality. The existing EIR/EIS states that there will be less than significant air quality impacts resulting from the HST but is silent on how air quality would vary with vertical track alignment. This should be addressed in the current study. Another important consideration is the impact on absorption of pollution that would result from the removal of trees and natural vegetation along the right of way. Also, the report should analyze the impacts of electrical wires on the health of those working and living in nearby businesses and homes.

4. Community. We take issue with the EIR/EIS conclusion that this project will not have a "community cohesion impact." It is a CEQA requirement that any land use evaluation consider the potential impact of a physical divide or any new physical barriers that divide neighborhoods. The project level EIR/EIS must include a more detailed analysis of the potential division of this community. The City of Palo Alto should play an active role in the land use analysis to avoid potential conflicts with its own Comprehensive Plan.

There are additional concerns that will require extensive study in the project level EIR/EIS: aesthetics, traffic circulation and private property impacts. In the later area there is a need for realistic appraisals of properties in order to accurately assess the costs of eminent domain actions and damage to the value of homes within 500 yards of the planned easement.

We are supporters of high speed rail, but let's do it right and make it a model for the world. Let's not create something that is an object lesson in how NOT to build a high speed rail system.

Nancy and Ed Fox
294 Tennessee Lane
Palo Alto CA 94306
Ph/FAX: 650-493-6915
Cell: 650-269-4328

#1 Aesthetic, traffic
#6 property rights
eminent domain.

#11

#1 noise

#1 safety

#1 Air Quality

#1 Land use

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:54 PM
To: Kris Livingston
Subject: FW: CA High Speed Rail

-----Original Message-----

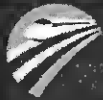
From: John [mailto:route66@trendy.org]
Sent: Tuesday, February 17, 2009 7:50 AM
To: HSR Comments
Subject: CA High Speed Rail

I think the plan is excellent and something that was needed in California and the United States for a long time. We should have done this years ago.

You have my full support. so what's taking so long and let's get this going.

John Frank
Mountain View, CA

#8
support
Overdue



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): A. Frappe City: S. Jose State: _____ Zip: _____

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: tomf@sjpc.org

Address: _____

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Where does the electricity come from to run the trains? #1 utilities

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 145



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): Susanne Friedlaender City: Palo Alto State: CA Zip: 94306

Title (if applicable): — Phone: 650/324-0473 Fax: —

Organization/Business (if applicable): — E-mail: sbridge@pacbell.net

Address 1661 Cortillero Ave

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

RECEIVED
MAR 5 2009

Dear members of the CA HSR A,

I live on a street parallel to the Cal Train tracks and one block to the west of them near the cross street, Churchill.

#1

I have attended two community meetings (Saratoga & Mitchell Park) and two Palo Alto Council meetings.

If it is possible to end the high speed line in San Jose and work with an upgrade of Cal Train for the remaining portion to San Francisco, I think this solution would relieve the residential communities of Palo Alto, Menlo Park, Atherton, and maintain view of the visual, noise, and generally intrusive elements of the current plan without losing the great value of the high speed connection. I don't think the transfer to Cal Train in San Jose needs to be an obstacle. Such transfers are smooth & easy in Europe. For example

#2
~~Station~~
terminating
of
Station

#1
noise
Aesthetics

#2
end
San Jose

Yours S

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 146

Kris Livingston

From: Amy Friedman [amy@jumpusa.com]
Sent: Thursday, April 02, 2009 10:49 PM
To: HSR Comments
Subject: San Francisco to San Jose HSR

Importance: High

The Caltrain tracks run past my backyard. I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on my home and neighborhood: #11 Intro

1. Safety: My safety and the safety of my neighbors. How safe is a train travelling at 125 mph through a densely populated area with local traffic on one side and homes on the other? What are the effects on my family's and neighbors' health from EMF exposure because of the proximity of the power lines? How safe will my family be during the construction phase, and what are you going to do to protect us? How will you mitigate the increase air pollution caused by the increase in the frequency of the trains? #1 Safety Hazards Construction Air Quality

2. Noise levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? Construction will take a long time, what actions will be taken to make sure the disturbance to those of us next to the track is not so intolerable that families will be up at night because of the noise and lights. #1 Noise Construction

3. Local traffic flows/Community Separation: How will you avoid separating children from their schools and large sections of Palo Alto from emergency services? If the train stops in Palo Alto, how will you handle the exponential increase in traffic, pollution and need for parking? #1 Community Separation Traffic

4. Projects already funded by taxpayer's money: How will we be compensated for the parks and public pathways that will be eliminated and/or downsized that as taxpayers we've already paid for? #1 Recreation

5. Property Values: We may lose our home or a part of our property to this project—how will we be compensated for that? What is the risk of property devaluation and subsequent erosion of the local tax base? Who will buy our home if we get a noisy eyesore in our backyard? Will there be programs in place to help the property owners? #1 Property Values

6. Environment: How will you avoid destroying our trees and impacting on local wildlife? #1 Bio Resources

7. Visual Impact: How will you mitigate the visual impact of an elevated track structure? #1 Aesthetics

I would like to invite you to come to my neighborhood, and see first hand what the consequences might be if the HSR is built in my backyard and how this wonderful community could be destroyed. I would also like you to consider the alternative of ending the line in San Jose and using the existing Caltrain trains and baby bullets to transport passengers to San Francisco. #11 Conclusion #2 Terminate in South Bay #3 Transfer & Coordinate other systems

Thanks for your attention,

Amy Friedman

Amy Friedman
650-906-3598 (cell)
2115 Park Blvd.
Palo Alto, CA 94306

Kris Livingston

From: sfuerst1@comcast.net
Sent: Monday, March 09, 2009 10:00 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

My husband and I are long time residents of Palo Alto, CA and we want to voice our objections to the current proposal for the "Rapid Rail" for many reasons, all of which have been noted in the two recent meetings that my husband has attended; we both agree that if this project should succeed in coming through the peninsula corridor that it needs to be invisible and quiet because to be anything else will be a detriment to the community at large.

Sue and Peter Fuerst

#1 oppose
#1 noise
#1 aesthetics
#2
underground/
tunnel

Kris Livingston

From: Sheri [sheri11@earthlink.net]
Sent: Sunday, April 05, 2009 9:04 PM
To: HSR Comments
Subject: San Francisco to San Jose HST
Attachments: HSRComments_CSFurman.doc

Please see the attached regarding my comments about the California High Speed Rail Project.

J #11
Intro

Charmaine Furman
3094 Greer Road
Palo Alto, CA 94303

HIGH SPEED RAIL SCOPING PROCESS COMMENTS

Rail Alignment, Profile, Right-of-Way

- Evaluate all options (No Build, at-grade, elevated, trench, cut-and-cover, and tunnel) at the same level of detail.] #2 ACT
- Reevaluate the Altamont Pass Alternative as it would pass through already developed areas compared to the undeveloped areas on the Pacheco Pass Alternative.] #2 ACT Route
- Evaluate running the HSR under or in the median of Highway 101 along the Peninsula.] #2 ACT Route
- Evaluate all alternatives to using catenary lines, including a third rail.] #4 catenary
- Include an alternative that does not include freight service on the Caltrain corridor.] #3 Freight
- Determine the number of tracks required to accommodate Caltrain and HST projections and the resulting Right-Of-Way width requirements as a prerequisite to evaluation of all economic and environmental impacts.] #2 # of tracks
- Evaluate the option of having the HSR stop in San Jose and connect to an electrified Caltrain baby bullet.] #4 Baby Bullet
- Evaluate an underground HSR along the peninsula and how that would impact private property rights.] #2 underground
- Evaluate running HSR in a trench and how that would impact private property rights.] #2 trench
- Evaluate where and how many shoofly tracks would be needed during construction to allow freight train and Caltrain to continue operation.] #3 Freight #2 Construct
- Provide accurate, to-scale 3-dimensional architectural models of all options (No Build, elevated fill, retaining walls, trench, cut-and-cover, and tunnel) along the entire San Jose—San Francisco route, including all associated sound walls, overhead catenaries, berms, grade separations, etc.] #7 provide architectural model
- Eminent Domain property acquisition required for the various configurations] #6 eminent domain
- Specify track sharing arrangements, including responsibility for scheduling and dispatching all trains, including HSR, Caltrain, Union Pacific freight, ACE, and Amtrak interfaces.] #3 coordination
- Explain how HSR will share tracks with Caltrain, or whether it will require a dedicated set of tracks (necessitating wider right-of-way requirements).] #3 share tracks
- Include the number of tracks and Right-of-Way widths for all segments.] #2 # of tracks
- Indicate whether dedicated tracks would also require dedicated boarding platforms at all stations served by both HST and Caltrain.] #2 platform
- Evaluate the costs associated with dedicated tracks for:
 - Land acquisition for wider right of way tracks and boarding platforms.] #5 cost
 - Station costs for more tracks and boarding platforms
 - Wider tunnels and/or trenches
 - Grade separations to accommodate additional tracks
 - Additional tree removal] #1 biological resource
- Evaluate the benefits versus costs to each mid-peninsula city being considered for a HSR stop.] #5 cost/benefit analysis
- Include an evaluation of why a mid-peninsula HSR stop is desirable.] #2 mid-penninsula HSR stop.

Visual and Noise Impacts

- Explain why the current EIR assesses the impact of elevated tracks as LOW, whereas in reality elevated tracks will have a HIGH/SIGNIFICANT impact.
- Include in all noise impact analyses Union Pacific freight noise based on pre-Caltrain electrification levels.
- Include in all noise impact analyses the commensurate increase/decrease associated with a change in the vertical alignment, such as elevated track and tunneling or trenching, based on pre-Caltrain electrification levels.
- Include in all noise impact analyses horn noise for all trains - HSR, Caltrain and freight - as they approach and pass through stations, based on pre-horn abatement project levels.
- Include quiet zones and electrification in the No Project alternative, and evaluate the impacts based on comparison of the No Project alternative to the project alternatives.

#1 noise aesthetics
#1 noise

Environmental Impacts

- Evaluate how air quality would vary with different vertical track alignments and identify ways to reduce the air pollution impacts to the community:
 - Consider the diesel fumes from the freight trains. #4 Diesel
 - Consider how removing trees and natural vegetation reduces the current absorption of pollution. #1 BIO
 - Analyze the impacts of electrical wires on nearby homes and businesses. #1 EMF HAZ
- Evaluate temporary air quality impacts from years of construction dust and construction equipment emissions. #1 #1 const Air Quality
- Evaluate permanent air quality impacts from the dust raised by the additional trains, as well as the high speed of the trains. #1 AQ
- Evaluate alternative alignments to preserve the many heritage trees (including the 1069 year old El Palo Alto) along the corridor. Heritage size trees simply cannot be replaced and therefore their removal must be avoided, as it cannot be mitigated. #1 BIO
- For a mid-Peninsula station, include illustrations showing the separate dedicated boarding platforms required for Caltrain and HST and how such platforms increase right-of-way widths needed for station itself, as well as wider track approaches before and after the station. #1 illustration
- Estimate added cost of both residential and business development needed around a potential Palo Alto station to meet requirements for higher density to promote ridership. #5 cost station
- Evaluate the traffic impacts associated with a HSR mid-Peninsula station, apart from the impacts of the HSR itself. #1 traffic
- Identify the number of trees and shrubs (both heritage and non heritage) to be removed under each scenario and planned mitigation (note that heritage trees cannot be replaced). #1 BIO

Safety

- Evaluate the safety considerations and potential impacts to nearby homes/schools/parks/businesses associated with the different vertical alignments. Factor in scenarios for freight train derailment, terrorism considerations, and earthquake considerations (particularly if there is an elevated vertical alignment). #1 safety Geo
- Include an evaluation of what safety factors will be put in place to accommodate heavy freight cars passing beside light weight trains going as fast as 125 mph, and how residences and businesses will be protected from possible derailment of cars or from debris flying through the air at 70 miles per hour. #1 safety #3 Freight
- Evaluate the cost of including crash-walls to protect the general public in the event of a derailment or from debris stirred up by passing trains. #1 safety
- Compare the cost of various safety provisions. #5 safety cost
- Evaluate the potential cost of a derailment in both human and property terms occurring in the various options (at-grade, elevated, tunneled, trenched). #5 cost

Traffic Circulation

- Analyze how different vertical alignments will increase traffic speeds along safe school corridor feeder streets in all peninsula cities. #1 safety
- Consider traffic impact in conjunction with planned Stanford expansion of hospital and shopping and any other known future projects. #1 land use
- Evaluate the traffic impact for NO-Build option (stopping in San Jose) coupled with increases Caltrain service. Determine if grade separation would still be necessary based on future traffic. #1 traffic
- Evaluate and compare the projected ridership numbers for both Caltrain and HSR based on whether there is a stop in Redwood City, Palo Alto or neither. #6 ridership
- Estimate added traffic related to the addition residential and business traffic required near a potential station. This analysis should also include the impact of all known future projects (such as Stanford Hospital Expansion). #1 traffic
- Analyze traffic impact during construction especially as it relates to the safe school corridor feeders and temporary closures at Churchill, Meadow and Charleston. #1 safety
- All traffic analysis needs to include data during "peak" and "non peak" times.

Economic Impact

- Evaluate Palo Alto's potential expenses for providing transit-oriented development (TOD) around the proposed station through planning and zoning. #6 TOD
- Evaluate how changes in transit-oriented development (TOD) might impact local businesses, residences, traffic, etc. #6 TOD
- Evaluate what Palo Alto's expense would be to finance public spaces needed to support the pedestrian/bicycle station area amenities and facilities. #5 station costs
- Evaluate potential cost of acquiring land from Stanford to create the Palo Alto station. #6 property taxes
- Evaluate Palo Alto's potential expense for increased school buses as many of the safe school corridor feeders would be significantly impacted during construction and potentially beyond. #1 PS
#5 cost
#1 traffic

Property Impacts

- Include recommendations on how to accurately assess land values - particularly with regard to possible eminent domain. #6 property value
- Study potential land value decreases and subsequent tax base implications - specifically with regard to a raised vertical alignment. #6 property value
- Study potential tax base implications of removal of homes through eminent domain. #6 prop. value
- Specify what the compensation will be for property acquired through eminent domain BEFORE acquisition is determined to prevent property devaluation. #6 eminent domain compensation
- Include how historic buildings (including the Palo Alto Train Depot) will be preserved. #1 historic resources
- Include an appropriate evaluation of all historic structures, not just those that are designated sites that are on the National Register of Historic Places. #1 historic resources
- Compare property acquisition through Eminent Domain required for the each rail option (No Project, elevated, underground, at-grade, below-ground (trench)). #6 eminent domain
- Evaluate what Shoo-Fly tracks and "temporary" property acquisition is required during construction. #6 property taking
#2 free

San Jose to San Francisco Scoping comment on a small postcard by K. G. Gandhi

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public suc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
#1 air quality*

Name	Address	Additional Comments on the Card
K. G. Gandhi	321 W. Meadow Dr, Palo Alto 94306	None

I-SC 150

Kris Livingston

From: Sharlene Gee [slmgee@yahoo.com]
Sent: Friday, April 03, 2009 8:43 AM
To: HSR Comments
Subject: SF to SJ HST

I'm writing to voice my support for the HST and a stop in Mountain View.

Sharlene Gee
Mtn. View resident

] # 8 Support
2 Station in
Mountain View

Kris Livingston

From: Kris Geiger [kgeiger08@gmail.com]
Sent: Saturday, April 04, 2009 5:28 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear California HS Authority members:

As long-time residents of Palo Alto, we strongly object to an elevated HSR line bisecting the peninsula. While we are all for a HSR line, we feel the tracks should be contained in tunnels running below our communities. This is not only for esthetic reasons but also safety, environment, and noise. We know this is expensive but it is the only acceptable alternative in our view.

Thank you,

Kris and Steven T. Geiger
780 Embarcadero Road
Palo Alto, CA. 94303

#2 no elevated tracks
#2 tunnel
#1 Aesthetics
#1 noise
#1 safety

Kris Livingston

From: richard geiger [rickgeig@yahoo.com]
Sent: Sunday, April 05, 2009 11:03 PM
To: HSR Comments
Subject: HSR from San Francisco to San Jose

Here are my comments of this project:

There is no conceivable why there should be to separate train systems running side by side going to the same place.

This would be two government agencies duplicating each other over the same route.

Cal Train can be improved, electrified and designed to go faster than it now goes.

Every cal train station would have side tracks so the trains stopping can get out of the way of the thru trains.

Selected trains could stop at certain stations as needed and the following trains can go to the station where they would pull over and stop.

Trains could go from San Jose to San Francisco without stopping at all.

It will be at least 20 years and probably a lot longer before it is really known how many passengers will want to go from San Jose to LA or from San Francisco to LA.

It is inconceivable, now, that 10's of millions of people will want to go from San Francisco to LA. Who are these people? Have surveys been taken?

Building or designing a system, now, for the San Jose to San Francisco Route is a total waste of money.

Passage of the proposition was based on large part that the tickets would only cost \$50 each way. Judge Kopp said on a radio interview essentially that the \$50 price only applies today, now, if the system was operating at full capacity. (This is not a quote but implied) Also he said the cost of the tickets when the trains are actually running is "Unknown"? Cannot give an answer!! Maybe they will be \$150 to \$200 each way.?? Will the ticket cost be subsidized by tax money, in the amount of a billion or more each year? No operating or maintenance money is included in this bond measure.

No information has been given out as to where the electrical power to run these trains is coming from. Will it be Coal power from other states?

Another issue: While Palo Alto Businesses want a HSR station in the downtown area city officials or their appointed reps. have said there will never be an expressway from downtown to either Hwy 280 or to Hwy 101 from downtown. The station is wanted only for the downtown businesses and Stanford. Downtown is a nightmare to drive to or from now. There are no plans to improve, widen or any action to improve traffic flow. Even Sand Hill Road was not and will not be allowed to cross El Camino from the West or the East. The people in Downtown North fought allowing San Hill Rd from crossing El Camino as they didn't want more traffic in their neighborhood and the city officials agreed to this.

Kris Livingston

From: John Gerrity [john.gerrity@sbcglobal.net]
Sent: Saturday, April 04, 2009 4:19 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Hello,

I am a resident of Palo Alto and I am writing to complain about the high speed rail plans.

I am aware of recent discussions by members of this community and our city council with representatives of the high speed rail board, in which the concept of an elevated track through Palo Alto was at issue.

This concept of an elevated track was not presented earlier to this community. The high speed rail web site depicts at grade or below grade tracks for the high speed rail through residential areas. That is the basis for this community and others voting for the high speed rail. It is fraudulent to depict at grade or below grade track configurations on your web site to get voter approval, then after the vote turn around and propose an elevated track.

An elevated track causes great harm to Palo Alto and other Peninsula communities. The elevated structure is aesthetically negative, i.e. a massive concrete wall (i.e. a graffiti magnet) that effectively divides the community. Environmentally, an elevated structure will cause the noise of high speed trains passing through to project over wide areas with severe negative impact to surrounding residential areas. Also, if Caltrains stays at grade, the sound of its trains passing by will reflect off one side of the elevated wall and back into the residential areas. This elevated track concept is a disaster for Palo Alto.

I voted against the high speed rail primarily because I believe that the economic assumptions behind high speed rail are completely unrealistic and therefore fraudulent. Furthermore, California is in such a deep hole financially that it does not and will not have the financial resources to see this project through to completion.

This latest issue over the elevated track concept for Palo Alto reinforces my view that the high speed rail board has and is acting in bad faith and that it has a conflict of interest in pressing for high speed rail without having fully informed the public as to its implications.

John Gerrity
2450 Bryant St.
Palo Alto, CA 94301

#9 opposition

#2 no elevated track

#7 poor public outreach

#2 no elevated track

#7 PropIA Misinformed

#1 Aesthetics
#1 ET comm. separation

#1 noise

#5 construction costs

#7 transparency

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:03 PM
To: Kris Livingston
Subject: FW: High Speed Rail (San Francisco-San Jose)

From: Beverly Glass Klinefelter [mailto:beverly@bgklegal.com]
Sent: Wednesday, January 28, 2009 12:45 PM
To: HSR Comments
Subject: High Speed Rail (San Francisco-San Jose)

The proposed high speed rail between San Francisco and San Jose will have a highly negative effect on the Southgate neighborhood of Palo Alto. The increased number of trains, the additional noise of 125 mph trains (which will be closer to the homes in Southgate) and the unsightliness of "grade separated" tracks will all have a negative impact both on the living environment and the property values that we currently enjoy. Additionally, there is a potential danger of a high speed derailment – if the train breaks down (e.g. a wheel breaks) or hits something/somebody going at high speed through a residential neighborhood, it could cause property damage and loss of life.

#1 biological resource
#1 noise
aesthetics
safety
#6 prop values

There is a "No Action Alternative" in the Notice of Preparation and I strongly urge you to consider that option.

#2 No Build Op.

Beverly Glass Klinefelter
Attorney at Law
400 Miramonte Avenue
Palo Alto, CA 94306
650-323-6855 VOICE
650-323-1321 FAX
beverly@bgklegal.com

CONFIDENTIALITY STATEMENT

The information, facts and statements made in this electronic mail and any attachments thereto are intended for the named recipient(s) only. It may contain attorney-client privileged and/or confidential or proprietary communications and information. If you are not a designated recipient you may not review, use, copy or distribute this message or any attachment. If you have received this e-mail in error, please notify the sender immediately by replying to this e-mail or by calling 650-323-6855. Thank you.

IRS Circular 230 Disclosure: To ensure compliance with requirements imposed by the IRS, any U.S. federal tax advice contained in this communication (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing, or recommending to another party any transaction or matter addressed herein.

I-SC 155

San Jose to San Francisco Scoping comment on a small postcard by Michael Goetz

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#1 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *aesthetics
air quality*

Name	Address	Additional Comments on the Card
Michael Goetz	3701 Lindero Dr, Palo Alto 94306	None

Kris Livingston

From: Mollie Goetz [molliegoetz@comcast.net]
Sent: Saturday, April 04, 2009 11:49 PM
To: HSR Comments
Cc: Mollie Goetz; ggoetzdes@aol.com
Subject: "San Francisco to San Jose HST"

I have lived in Palo Alto since 1951. My husband and I bought our home using a GI loan based on his service during the Second World War. We joined the myriad other young couples who chose Palo Alto because of the reputation of the schools, and because modestly priced new homes were being built. It happens that our house and property are located immediately adjacent to Alma Expressway, and thus also close to the existing Cal -Train tracks for passenger and freight cars.

#11
background

I recognize that high speed rail is a good thing. The most recent issue of ONEARTH, published by the Natural Resources Defense Council, couldn't have been more timely.

* I strongly oppose the elevation of the high speed trains on a wall if it would separate children on one side of the wall from children and families on the other side. It would certainly be a graffiti magnet, in addition.

#2 no elevated tracks
#1 aesthetics
#1 ET community separation

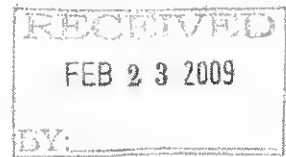
* I recognize that tunneling is very expensive. We are talking an investment for a long period of time however. The greater economic good realized in San Jose and San Francisco must surely be equal to the projected cost of tunneling, over the life of the high speed rail line.

#2 tunnel

Thank you for your thoughtful consideration of all of the issues involved.

#11 conclusion

MICHAEL GOLDEEN
2350 Tasso Street, Palo Alto, CA 94301-4139
Phone 650-391-7247 • e-mail <michael@goldeen.com>



20th February 2009

California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

To person concerned,

I did not have your address when I sent the enclosed letter to the Governor. It addresses my concerns that probably with the best of all intentions you have headed down the wrong path with your project, particularly as concerns the San Francisco Peninsula.

I thank you for your consideration of the criticism I have to offer.

Yours truly,

} # intro
11

I-SC 158

MICHAEL GOLDEEN
2350 Tasso Street, Palo Alto, CA 94301-4139
Phone 650-329-1017 • e-mail <michael@goldeen.com>

2nd February 2009

Governor Arnold Schwarzenegger
State Capitol Building
Sacramento, CA 95814

RE: High Speed Rail

Dear Governor Schwarzenegger,

"It is a popular delusion that the government wastes vast amounts of money through inefficiency and sloth. Enormous effort and elaborate planning are required to waste this much money."

P.J. (Patrick Jake) O'Rourke. Parliament of Whores (1991).

I am concerned that the \$10 billion voted to fund high speed rail in California will be totally frittered away and wasted without a radical review of the authority's plans. I write to you because I have no hope for sympathy or understanding from either of my elected legislators - Jos. Simitian and Ira Ruskin. They're both just guys who can't say 'no'.

I work from the July 2007, Bay Area/California High-Speed Rail Ridership and Revenue Forecasting Study, draft final report, which I got off the web site <www.camsys.com>. I have three primary, not entirely unrelated concerns.

* TECHNOLOGY -- The wheel/track interface and track gauge planned for these trains concern me. I have seen no evidence of any investigation into this aspect of train technology. I am left with the impression that the use of existing right-of-way (because it's cheaper(?) or easier(?)) implies forcing standard gauge and track/wheel interface to function with high-speed trains. *Something radically different*

I am aware that the utmost is being done by way of streamlining for aerodynamic efficiency, but what steps are taken to reduce buffeting and turbulence in the train's path. Early French TGV trains reportedly stirred up rocks and trash up to 8 meters away from the train.

BENEFIT -- Priorities may be back-to-front. The present layout seems to emphasize long trip intrastate travel at the expense of commuters. Commuters make up the largest potential in passenger miles. Not only that, they are at present poorly served by roads. Long trip intercity passengers on the other hand mostly come from existing air travel. Train travel for them only possibly reduces their carbon footprint. It does little to relieve the pain of local road congestion.

RAIL ROUTING -- In the interests of cutting capital investment, the plan squeezes all train travel into crowded corridors. This intensifies the system's adverse side effects of noise and disturbance along the line, and congestion at stations. Where for instance are intrastate travelers, lured away from airlines, going to park their vehicles?

On the San Francisco Peninsula in particular, how much added traffic will be concentrated at the proposed express stops? High speed rail alone is scheduled to run 97 trains per day over these tracks. 49 into San Francisco, and 48 out. During the middle of the day, time between trains passing through the corridor can be as little as 7 minutes. Add to this the flow of remaining commute trains. Traffic is going to be like the New York subways. I suspect the present plan is a political alignment. It hopes to piggyback on HSR funds to buttress local commute service. Only that is lost if you don't run arterial through trains into the dead-end which is San Francisco.

* other than what everyone else does

#11 background

#11 background

#11 background

#5 construction cost
#4 rubber wheels

#2 foreign system

#6 ridership
#2 calculation
#1 traffic & circulation

#1 traffic & circulation

#3 freq. of trains

A suggestion has been mooted to use trenching or tunneling to provide extra rail and reduce noise and disturbance on the line. It does nothing to solve the congestion problem at stations, but it does much to dissolve the money supply. For The Peninsula I can think of two other solutions, neither of which is nearly as expensive.

#2 tunnel/
trench
#5 construction
cost

Build a new light rail line or bus-way running out of San Francisco on San Jose Avenue, and down El Camino Real to serve short hop commuters. Put it at street level with dedicated right-of-way and traffic signal preference. Make the CalTrain right-of-way express only with no train making more than three stops between SF and SJ, but with stops overlapped to allow service to more than three stations enroute. Build people movers where express stations are close (and in some cases they are very close) to El Camino Real.

#2 Alternative
design
#3 coordinate
#3 number of
stations

My favorite solution is to keep high speed rail off the peninsula. Build a second commute rail line terminating at BART in Daly City and at HSR in San Jose or Santa Clara. Align it with highway 280. Split service appropriately between it and the present CalTrain line. Improve the CalTrain corridor to permit train speeds up to 160 k/h. Locals may not like this idea, but in my mind, it has a lot going for it. There already are destinations for this new service. (Canada College, Foothill College, deAnza College, Stanford Industrial Park, Stanford Linear Accelerator)

#2 Alternate
Route
#2 Terminate
in San Jose

Residents in the Central Valley need commute service over both Altamont and Pacheco passes. That was why the HSR route was such a big fight. A less ambitious, less costly project serving both routes would do much more good than one glamor high speed rail route, constructed using antiquated track technology.

#2 Alternate
route

I don't know about your neck of the woods. Possibly you have similar problems with high speed rail down there as well.

#11 background

Personally I would like to see the main high speed route run up the Coast, cutting off the heel between Santa Barbara and San Luis Obispo. It's a much more scenic route than the Central Valley. It has a much pleasanter climate for residential development. It serves some of the State's most historic and prosperous areas: Santa Barbara, Ojai, San Luis Obispo, Paso Robles, Carmel/Monterey, Salinas. It would not run up the San Francisco Peninsula, but would serve Sacramento via San José and Oakland. Folks headed for San Francisco would transfer to BART at Oakland, like they used to do to ferries in the good old days before the Bay Bridge was built.

#2 Alternate
alignment
#2 Terminate
in San Jose

Marysville/Yuba City, Chico, Sacramento, and the east side of the Valley could be served by fast commute trains, with one line running over Tejon Pass as a sop to Los Angeles.

Concentrating on an EIR, as the Authority is now doing, when there are issues like this on the table reminds me of rearranging the deck chairs on the Titanic after it hit the berg. Concentrate instead on carefully reviewing the appropriateness and functionality of the system proposed as a result of enormous effort and planning.

#11 conclusion

That's it for now. Thanks for your interest and concern.

Yours truly,

cc: High Speed Rail Authority

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:02 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: hsgolden@aol.com [mailto:hsgolden@aol.com]
Sent: Thursday, January 29, 2009 11:52 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

To: Dan Leavitt

I received an alert that there will be a very important meeting taking place today to decide the Palo Alto route of the HST. **Why hasn't there been more public notice for this and previous meetings?** Why have I only just heard about it? I am not at all comfortable with what seems to be a tactic to keep public commentary and input to a minimum. I suspect that such tactics will arouse a community protest that would ultimately affect the timetable for this project. Please understand that I am not one who is opposed to the project and actually think that it is an important one which is long overdue.

#7
poor
outreach
transparency

However, I strongly protest the route that has been promoted and presumably already chosen and I will publically and actively oppose that route. I have lived in Palo Alto for 45 years and I have lived close to the tracks as well as far from the tracks so I do know how lives are affected. I personally know two people who were killed by passing trains. My movements around this town are affected on a daily basis. I KNOW only too well how the tracks affect the daily commute, commerce, family and recreational life around here.

#1
safety
circulation

I cannot contemplate with any tranquility the thought of running yet more and faster trains along that route. Considering that a lot of work needs to be done to build the new system I don't believe that much revenue could even be saved by using that same route. That money can be better spent by choosing a different route. There are other possible routes from which to choose and I request that there be a full and public disclosure which compare the potential routes.

#2
Alt route
#7
transparency

Life along that corridor will be adversely affected; indeed the negatives if that route is used for the HST would expand out to affect most of this community. It is NOT a plus. An alerted community will know that it is not a plus and will resist the plans.

#9
oppose

Yours,
Helen Golden
460 El Capitan Place
Palo Alto, CA 94306
650 494-3461

As a community, we need to make our voice known. Whether you support the train initiative or not, there are other options for the train route. It does not need to go through our densely populated residential neighborhoods. Imagine how this will negatively impact the traffic, noise and visual aesthetics of our city. Not to mention the safety issues - Palo Alto High School is adjacent to these tracks. All of these will negatively impact our property



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

2/20/09 Palo Alto

Name (please print): Kathleen Golden City: Palo Alto State: CA Zip: 94306

Title (if applicable): _____ Phone: 650 494-6231 Fax: _____

Organization/Business (if applicable): _____ E-mail: v222@yahoo.com

Address 3163 Alma St. Palo Alto CA 94306

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

- ① Where will you need to acquire more property to have enough right-of-way? #6 ROW acquisition
- ② What will the impact be to Alma + Charles of closing S Meadow? #1 circulation
- ③ What is the cost of tunneling and is it feasible to build it by selling air rights? #5 const cost
#2 underground
#4 air rights
- ④ How will it impact freight trains and can a tunnel system accommodate freight? #3 freight
- ⑤ How long will it take to construct a given section of track? How will I be personally impacted by the construction at 3163 Alma? #1 const impact
- ⑥ How loud with ~~a~~ many decibels will a 125 mi train generate within 100' of the track? #1 noise

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 160

Kris Livingston

From: Elaine Goldman [elaine@elainesofpaloalto.com]
Sent: Friday, April 03, 2009 2:33 PM
To: HSR Comments
Subject: San Jose to San Francisco HS rail

Dear High Speed Rail Staff:

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My safety and the safety of my neighbors. How safe is a train travelling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? #11 intro
#1 safety
security
- Noise levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? #1 noise
- Local traffic Flows / Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? #1 ET
community separation
#1 public services
- Property values: Some neighbors may lose their homes. What is the risk of property devaluation and subsequent erosion of the local tax base? #6 eminent domain
#6 property values
- How will you avoid destroying our trees and impacting on local wildlife? #1 biological resources
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? #1 Aesthetics
#1 AQ
#3 frequency

Elaine Goldman
3332 Middlefield Rd.
Palo Alto, Ca 94306

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:16 PM
To: Kris Livingston
Subject: FW: HSR

From: DOONWIG@aol.com [mailto:DOONWIG@aol.com]
Sent: Monday, April 06, 2009 3:06 PM
To: HSR Comments
Subject: HSR

I live in the Evergreen Park neighborhood of Palo Alto which is situated between California and Churchill Avenues, two blocks from Peers Park or about three blocks from the Caltrain tracks.

I live in the same spot where I was raised beginning 58 years ago. I live here because I love Palo Alto. I love it for its beauty, charm and diversity, among many other things.

What is being proposed for the HSR through Palo Alto, Menlo Park and Atherton is abhorrent to me. To build a monstrous brick structure four rails wide will completely destroy the landscape of this beautiful city. In addition, the speed with which this whole plan is being "pushed" through is appalling to me considering what is at stake here.

I didn't vote for the HSA because I didn't know enough about it to make an intelligent decision. It now appears that even people who did vote for it really didn't know what it was they were voting for.

It's not that I am totally against the idea of a HSR. What I oppose is the blight, if built as proposed, it will make on our city. I'm also upset for the people whose homes will back up to this behemoth, not only for what they will be forced to look at but how much those homes will be devalued.

The two things that could possibly make this acceptable to me would be for the tracks to be run underground or that the HSR to Los Angeles originate in San Jose.

I hope you will give more consideration to the lives of the people who will be directly affected by this than is being given to the speed with which it seems the HSRA wants to get this project started.

Cheryl Goodwin
395 Leland Avenue
Palo Alto, CA 94306

#11 intro

#9 opposition Design Aesthetics
#7 to process

#9 opposed to process
#7 prop IA

#1 Aesthetics
#6 property values

#2 terminate in SJ

#2 tunnel
#2 alternate route

#11 conclusion

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

I-SC 162

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:14 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST.

-----Original Message-----

From: Ruth Gordon [mailto:rgalfonso@earthlink.net]
Sent: Monday, April 06, 2009 4:07 PM
To: HSR Comments
Subject: San Francisco to San Jose HST.

Dear sirs,

We feel we were grossly mislead by the HSR Authority and did not have information on the routing which now we find will be a tremendous negative impact on the whole Peninsula for which it is impossible to mitigate especially the character of the neighborhoods all along the route.

The environmental impact would be overwhelming to all our communities on the Peninsula. Please abandon the Pacheco Pass routing option and do not bring the high-speed rail to the Peninsula.

#7 poplA
misinformed
cumulative
#1 env. impacts
#2 alternate
route

Thank you,

Ruth Gordon 16 Roosevelt Cir Palo Alto

Mary D. Gordon 16 Roosevelt Cir Palo Alto

John D. Hancock 16 Roosevelt Circle Palo Alto

I-SC 163

San Jose to San Francisco Scoping comment on a small postcard by Mary Gordon & John Hancock

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics air quality*

Name	Address	Additional Comments on the Card
Mary <u>Gordon</u> & John Hancock	16 Roosevelt Cir, Palo Alto 94306	None

I-SC 164

San Jose to San Francisco Scoping comment on a small postcard by Ruth Gordon

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public
svc

#6 prop value

#1 bio
#1 aesthetics
air quality

Name	Address	Additional Comments on the Card
Ruth Gordon	16 Roosevelt Cir, Palo Alto 94306	None

I-SC 165

Kris Livingston

From: Alex Gorelik [Alex@exeros.com]
Sent: Monday, April 06, 2009 9:04 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear California High Speed Rail Authority,

Palo Alto, Menlo Park and surrounding communities play a critical role in generating ideas, capital and thought leadership in Silicon Valley. These are unique communities that many countries and regions attempted to replicate, but have not succeeded. Just like any successful and sustainable ecological system should be cherished because it is difficult or even impossible to replicate it elsewhere on earth, Silicon Valley is unique, successful and should be treasured and preserved. Running above ground high speed trains through key Silicon Valley communities would destroy the look and feel of these communities and may affect the delicate balance of extreme creativity and down to earth quality of life that attracts the best and the brightest from around the country and the world and allows them to combine aggressive, world-leading innovation with healthy and satisfying family and community life. Please, please do not allow these unique communities to be destroyed. Either an underground tunnel or the east bay route would provide the 21st century transportation we all want without damaging the technological and economic engine of Silicon Valley and California.

Thank you for your consideration.

Sincerely,
Alex Gorelik

Founder and CTO

Exeros, Inc. ■ 2953 Bunker Hill Lane ■ Suite 101 ■ Santa Clara CA 95054
(o) 408-919-0191 x1020 ■ (m) 510-209-1355

#1 intro

#2 no elevated tracks

#2 tunnel
#2 alternate alignment

#1. Community impacts
(Quality of life)

Kris Livingston

From: pm gorm [pgormlet@yahoo.com]
Sent: Sunday, April 05, 2009 8:37 PM
To: HSR Comments
Cc: pgormlet@yahoo.com
Subject: San Jose to Merced HST
Attachments: HST_EIR-EIS_public_comment.doc

Please see the attached Word file for this citizen's comments. Thanks.

J #11

Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Director Leavitt:

Mr. Dave Mansen and his assistant made a presentation of the High-Speed Train (HST) San Jose to Merced Program segment to our neighborhood group on Tuesday, March 24th, 2009. The discussion was somewhat informative, but lacking in the details of most concern to our community. There was no noise data from comparable urban areas in Europe and Japan where similar trains have run for 40 years. That was a red flag for the group. One of the presenter's statement (and multiple restatements) that Federal Railroad Guidelines will be used to determine noise levels raised more red flags: 1) the presenter was not listening to the group's lack of credibility in the methodology, and 2) Federal and California noise guidelines measure what the technocrat wants – not the cumulative ambient noise that residents experience. We view EIR/EIS data derived from these government and industry noise measurement guidelines as a force-fit to some pre-destined value. Simply stated: the presentation deteriorated into incredulity. The group was not satisfied and was not in agreement with the HST presenters. The North Willow Glen/Gardner Neighborhood is primarily a low income, Hispanic community with young families, singles, and seniors. The HST Program Team did not adequately solicit input from the community regarding how the HST proposal would impact their quality of life. An EIR/EIS is being created in a vacuum without realistic public input. There are other issues and concerns associated with the HST Program. They are summarized below for inclusion and consideration in the San Jose to Merced Section High-Speed Train Project Level EIR/EIS.

1) **Noise & Pollution and Vibrations:** The HST Program is yet another source of noise in a fragile community impacted by train, airport and highway noise. The mathematical noise models tell the transportation program managers and politicians exactly what the project-of-the-hour demands: *implementation will not raise the noise significantly above the ambient noise level.* When the ambient noise measurement methodology is rigged in favor of the measurement taker, it's bard to get a show-stopping result! The guidelines for ambient noise measurement ARE WRONG! If you start down that path of invoking some Federal Railroad model for noise measurement, the process won't be trusted or believed. We have heard it all before. We are a richly diverse community of small bungalows. We are human beings with a right to live in tranquility. This program is a *tipping point* for our community. If you choose to move forward with the Joint Power Board right of way path, we will need the aggressive noise mitigation engineering along the North Willow Glen/Gardner corridor. Think of us as Atherton, CA, and design accordingly. What you do to mitigate both noise and construction pollution in Atherton should be the MINIMUM you do for the North Willow Glen/Gardner corridor.

- Steel wheels on steel tracks are noisy. The air displacement of a high-speed train is noisy. Multiply the noise of one HST by the projected 18 per hour and we have cumulative NOISE!!!!
- Further, we need to be at the table to set limits on the construction hours and use of heavy equipment (pile drivers and earth-moving equipment.)
- HST operation hours are unacceptable. Six hours of quiet time is too short (Midnight to 6AM.)
- The projected frequency of trains per hour is too high.

#7 need more info
#1 noise compared to environment
#1 noise
#7 not informative presentation
#7 poor presentation
#7 poor outreach

A 11

#1 noise

#1 noise

April 3, 2009

CERTIFIED MAIL 7004 1350 0004 9956 4216

- The neighborhood is built on a flood plain. The soil is susceptible to slippage. Chronic vibrations from the existing trains shake foundations. Intense, point vibrations from months of pile driving will crack already weakened foundations.

#1
noise
vibration

2) **EMF/EMI:** Electricity will power the HST. There are health concerns due to chronic, human exposure to EMF/EMI of increased incidence of cancers, especially childhood leukemias. The North Willow Glen/Gardner corridor has a high population density including many families with young children. In addition to health concerns, we are concerned about interference with television, radio, and telephone reception.

#1
HAZARDS

3) **Safety:** The HST will operate in close proximity to the CalTrain and Southern Pacific tracks. We have concerns about train accidents and such impact on adjacent trains, properties and residents. Further, in addition to the Hayward and Calaveras faults that are close to this corridor, there is an earthquake fault that runs directly under the Joint Powers Board right of way. What are the design features to minimize the impact of a likely, major earthquake to the HST /CalTrain corridor?

#1
safety
#1
Creep

4) **Loss of Quality of Life (Community):** North Willow Glen/Gardner is subjected to noise and pollution from three major transportation sources: the airport, the trains, and the highways. In Germany, noise is tightly controlled due to the negative physiological effects on human populations. The HST could be yet one more intrusion on the little tranquility left to residents (another *tipping point* opportunity – blight, crime, flight, etc) or it could be a model for the state and country. This neighborhood has invested \$10M over the past nine years to transform it from a blighted, crime-ridden area to a family-friendly, multi-generational, environmentally attuned place to live.

#5
cost.
social
non-
minimizing

5) **Home Value Impact:** Most homes in North Willow Glen are single-family bungalows where residents know and visit their neighbors. They also heavily utilized the parks, especially Fuller Park which will be destroyed if the HST Program proceeds as planned. If residents move in anticipation of a hostile HST implementation, property values will plummet. It's *Robert Moses* all over again. Have we learned nothing???

#6
property
value
#1
transparence
no think

6) **Downstream Project Add-ons:** There are trust and credibility issues. Concessions and agreements may be made to obtain initial approval of this project. Once a segment is approved and/or underway in construction/operation, I am concerned that changes may take place without public notice or input. Deleterious feature creep has happened before.

#7
Public
involvement
in
the
process

I have grave concerns about the design and implementation of the High-Speed Train from San Jose to Merced project. There are familiar signs of *government-agency-business-as-usual* behavior with this program. There seems to be tremendous pressure on *design-to-the-cheapest* solution regardless of its impact on our low-income, Hispanic (and historic) community. There are other solutions such as the I-280 /Hwy 87 corridor. It would be a breath of fresh air for all those smart transportation engineers and program managers to creatively address the public's concerns and build a HST system that is both functional and in harmony with its environment.

Sincerely,

Patricia Gormley

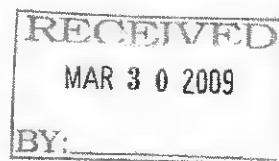
April 3, 2009

CERTIFIED MAIL 7004 1350 0004 9956 4216

Patricia. Gormley * 384 Hull Avenue * San Jose, CA 95125

April 3, 2009

CERTIFIED MAIL 7004 1350 0004 9956 4216



Bellarmino College Preparatory

March 26, 2009

Mr. Dan Leavitt, Deputy Director
ATTN: San Francisco to San Jose HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt,

Bellarmino College Preparatory is a Catholic Jesuit high school for boys located at 960 West Hedding Street, San Jose. The school was established in 1851 and is the oldest continuously operating high school in California. From 1851 to 1925 the school was co-located with Santa Clara University. In 1925 the school moved to its current location at the corner of West Hedding and Elm Streets. The seventeen acres were purchased from the University of the Pacific which had been at the site since the early 1860's. Over the last 84 years the school has invested multiple millions of dollars in the property and now has 17 buildings for a total of 250,000 square feet along with parking and athletic facilities occupying 25 acres. Currently we are constructing a theater and fine arts building that will create an additional 50,000 square feet for our students at a cost of \$30 million.

The reason that we are writing is that school property borders approximately 900 feet of the Caltrain right of way and, as a result, will feel a direct impact of the high speed railway. The several questions that we would like you to address are:

1. In the area where the school is located will the Railway be constructed above, below or at grade?
 - a. In any of the options, will it be necessary for the Railway to expand the existing Caltrain right of way and, if so, will it require the acquisition of school property?
 - b. How much property do you anticipate acquiring?
2. What will be the noise levels of the trains passing near the school? What noise mitigation measures will be taken? What impact will the noise have on our athletic and educational activities?
3. What will be the vibration levels? What impact will these vibrations have on buildings, especially those that were built prior to 1990? What impact will the vibrations have on our athletic and educational activities?

11
BACKGROUND

11
INTRO

2
GRADE SEPARATION
6
ACQUIRING ROW

1
NOISE

1
NOISE
VIBRATION

4. If the Railway is elevated what will be the shading impact?

5. What safety measures will be implemented to prevent humans and animals from crossing the tracks?

Thank you for considering these questions and we look forward to your response.

Sincerely,



Thomas L. Gorndt
Secretary/Treasurer

I
AESTHETICS
I
SAFETY
HAZARDS
II
CONCLUSION

Kris Livingston

From: Info @ HSR
Sent: Monday, April 06, 2009 8:59 AM
To: HSR Comments
Subject: FW: CHSR Contact

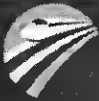
From: info@hsr.ca.gov [mailto:info@hsr.ca.gov]
Sent: Sat 4/4/2009 9:40 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Samuel Gotgelf
Company:
Phone: 650-224-2261
Email: sgotgelf@sbcglobal.net
Website:
Comment:

To Mr. Dan Leavitt, Deputy Director, California High Speed Rail Authority, 925 L Street Suite 1425, Sacramento, CA 95814 Dear Mr. Dan Leavitt, I live in Mountain View, not so far from proposed location of High Speed railway line. Though understanding that this project will have a positive effect on California economy, I am very concerned about future effect of it to surrounding neighborhoods. This HSR line will go through highly populated areas, and residents should be engaged in solution making process. 1. Elevated tracks means that noise will carry further than it does today. Numerous studies of high speed rail in Europe and Japan show that train noise is a significant problem for people close to the tracks, even though the new trains will be quieter than old-fashioned ones. HSRA has not provided actual data about noise. In addition, the service will be much more frequent. 2. The proposed four track system will widen to six tracks at stations. It is unclear whether the current right of way is wide enough for a four track system. HSRA can exercise eminent domain to take property to expand the corridor, but we have no information about how it will value homes that are taken or how it will compensate home owners whose homes become all but inhabitable as a result of construction. 3. Construction chaos: The proposed system is intended to be shovel ready by 2012 beginning along the Caltrain tracks. The massive construction is likely to be highly disruptive - the intent is to keep Caltrain running during construction, which means extra temporary tracks - and will take many years to complete. Cities along the corridor will suffer from dust, noise and traffic disruption for years to come. 4. Is HSRA open to consider alternatives? Alternatives: Trenches or Tunnels Citizen groups have proposed two alternatives to the raised tracks: Trenching and Tunneling. Trenching means lowering the tracks into a trench below grade, and flanking it with sound walls. Doing so means traffic can pass over the tracks on flyovers, and noise is more contained. Tunneling can be accomplished with minimal impacts from construction above ground, and our neighborhoods would be enhanced, rather than destroyed. In the Netherlands, trenching is not uncommon and quite effective. The construction costs are greater, but the collateral costs of an elevated structure, overpasses and underpasses may be much greater over the long term. HSRA is not articulating openly about all these issues. HSRA also set a very short deadline for public discussion regarding all this issues - April 6. Some sources even point to March 6. 5. Please extend public awareness period to at least 90 additional days. Thank you, Samuel Gotgelf Mountain View, CA 94043 (650) 224-2261 sgotgelf@sbcglobal.net

#11 intro
#7 comm. acceptance
#1 noise
#2 foreign system
#3 frequency
#6 property values
#6 eminent domain
#1 construction impacts
#2 tunnel/trench
#1 noise
#1 traffic circulation
#2 foreign system
#1 safety & security
#7 additional comment period



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): GIL GRANGIER City: Mountain View State: CA Zip: 94043

Title (if applicable): _____ Phone: 650 968 0144 Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address 162 Farley Street

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

we are on the mailing list already.

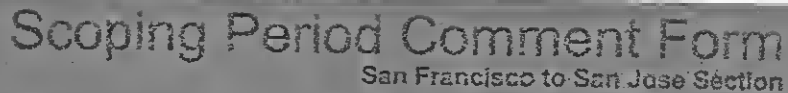
Wonderful. I hope that the electrification and the bridges will happen in my lifetime. Great and smart project. Good for the environment & will ease the traffic.

*#4 electrification
#2 bridge
#8*

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 170

**Meeting Date/Location**

I-SC 171

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:53 PM
To: Kris Livingston
Subject: FW: How to save lot of money, make more happy, and get rail faster in Sunnyvale
Attachments: mary_rail.jpg

From: Patrick Grant [mailto:sunnyvale_trails@yahoo.com]
Sent: Wednesday, February 18, 2009 10:46 PM
To: HSR Comments
Subject: How to save lot of money, make more happy, and get rail faster in Sunnyvale

Greetings,

In Sunnyvale the Mary grade crossing is proposed to elevate the tracks to cross Mary. That has many concerns of ugly view, widespread noise (like the EL in Chicago) and the impact of such a heavy structure next to adjacent buildings. There is another solution already in use at University and Alma in Palo Alto that makes more sense and should cost much less.

Buying out the two corner businesses at Mary and Evelyn would allow a small partial clover leaf intersection to be added. See photo. This would save building a 4 track train ramp at 1% grade (required by freight) over Mary. Exactly a ramp with height about 25 feet and retaining walls for all the heavy weight would be eliminated. Construction of this ramp will need 200,000 cu Ft of fill material and over 2 miles of very strong to hold the train up in the air. Also rightaway may have to be taken to provide space for these ramps. The construction of the massive ramps will be very noisy and difficult to build impacting lots of people over that mile.

So change the plan please and make Mary Av in Sunnyvale an underpass like University Av in Palo Alto and save a wad of money, be able to build it faster and easier and help public relations too.

Regards
Patrick Grant
Sunnyvale, Ca

#1 Noise
Aesthetic
LU
#2
ALT
Pavce
#6/Aquiring
LU/ROW
#2
ALT
train
ramp
Different
Construction
#9
#2
Grade
Separation



Kris Livingston

From: Gray, Susan M [SGray@LPCH.ORG]
Sent: Wednesday, April 01, 2009 11:48 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

I am a citizen in Palo Alto, and have grave concerns about the environmental and social impacts the proposed High Speed Railroad between San Francisco and San Jose will have on our community and more specifically to my family. We are homeowners along the Alma Street corridor in Palo Alto since 1997 and are raising 3 young children. We have made significant home improvements in the past few years to adjust for the current train noise. The frequency and speed at which the proposed HSR will run will again impact our lives and those of our neighbors...perhaps even some who are not affected significantly affected currently. I am interested in listening to samples of how the HSR trains sound at different distances from the track itself.

However I am even more concerned about the proposed plan to construct a 4-track elevated rail system to accommodate the HSR. The pedestrian and vehicle underpasses substitute large expanses of concrete walls for the miles of trees which now line the corridor. The negative affect of these walls on the appearance and safety of our neighborhood is enormous. The impact of eminent domain to our parcel is still unclear, and our property values will decrease sharply as a result of this poorly planned system.

There are other alternatives to the raised track approach, trenching and tunnelling, which would cause less visual and physical disruption to the communities along the Caltrain corridor. These should be thoroughly vetted with community involvement before any decisions are made. I would like to the comment period to be extended beyond the current April 6th deadline to allow for a more thorough discussion and community involvement in this monumental decision.

Susan Gray
4173 Park Blvd.
Palo Alto, CA 94306

CONFIDENTIALITY NOTICE: This communication and any attachments may contain confidential or privileged information for the use by the designated recipient(s) named above. If you are not the intended recipient, you are hereby notified that you have received this communication in error and that any review, disclosure, dissemination, distribution or copying of it or the attachments is strictly prohibited. If you have received this communication in error, please contact the sender and destroy all copies of the communication and attachments. Thank you. MSG:104-123

11

#1 noise

#1 noise

#2 elevated tracks

#1 traffic

#1 aesthetic

#6 eminent domain

#2 trenching

tunnelling

#7

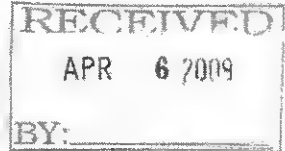
Additional comment period

San Jose to San Francisco Scoping comment on a small postcard by Susan Gray

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public suc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics air quality*

Name	Address	Additional Comments on the Card
Susan Gray	4173 Park Blvd, Palo Alto 94306	None



Jonathan Greene
1481 Pitman Ave
Palo Alto, CA 94301

April 4, 2009

Mr. Dan Leavitt – Deputy Director
ATTN: San Francisco to San Jose HST Project EIR/EIS
California High Speed Rail Authority
925 L Street, #1425
Sacramento, CA 95814

I am writing to ask that you consider noise issues when studying how to build the high speed rail line through Palo Alto. The proposed right of way runs through many residential neighborhoods, and I understand trains may eventually run every few minutes making noise one of the most likely and potentially significant issues. Here are some specific things to be considered:

#1 intro
#1 noise

1. Quantify the decline in market value of homes impacted by noise, whether severe impacts on houses close to the tracks or smaller but still significant impacts on houses further away. Even many blocks from the tracks, there may still be levels of noise that disturb home owners' sleep or quiet enjoyment of their properties.

#1 noise
#6 property values

2. Please consider the impact of noise on Palo Alto High School, which is directly adjacent to the proposed right of way. I understand that even now classes in the buildings adjacent to the tracks must pause for a minute when a CalTrain passes by. If the frequency of trains is greatly increased to one every few minutes, it will become impossible to conduct classes at all. Some other institutions that will be similarly affected include St Andrew's Church and Congregation Etz Chayim synagogue across Alma Street from the tracks, a few blocks north of San Antonio Road.

#1 noise
#1 public services
#3 frequency of
trains

3. Finally, and most importantly, it will be very difficult for either you or the residents to gauge the impact of the noise until the train line is operating. Theoretical calculations and models will likely be inaccurate. Even if you can provide accurate figures in decibels, these will be of little help in evaluating the subjective human impact of the noise. For this reason I think it is IMPERATIVE that your report provide examples of previous high speed rail lines that are similarly situated with respect to residential areas, and determine through surveys or other similar means what the impact has been on affected residents. On the positive side, a visit to such areas by a delegation from peninsula communities might allay their concerns if the noise is found to be reasonable.

#1 noise

Sincerely,

I-SC 175

Kris Livingston

From: Jonathan Greene [jonathan.greene@stanfordalumni.org]
Sent: Saturday, April 04, 2009 7:56 AM
To: HSR Comments
Cc: city.council@cityofpaloalto.org
Subject: comments regarding peninsula section of HSR

To the High Speed Rail Authority:

I am writing to ask that you consider noise issues when studying how to build the high speed rail line through Palo Alto. The proposed right of way runs through many residential neighborhoods, and I understand trains may eventually run every few minutes, making noise one of the most likely and potentially significant issues. Here are some specific things to be considered:

1. Quantify the decline in market value of homes impacted by noise, whether severe impacts on houses close to the tracks or smaller but still significant impacts on houses further away. Even many blocks from the tracks, there may still be levels of noise that disturb home owners' sleep or quiet enjoyment of their properties.

2. Please consider the impact of noise on Palo Alto High School, which is directly adjacent to the proposed right of way. I understand that even now classes in the buildings adjacent to the tracks must pause for a minute when a CalTrain passes by. If the frequency of trains is greatly increased to one every few minutes, it will become impossible to conduct classes at all. Some other institutions that will be similarly affected include St Andrew's Church and Congregation Etz Chayim synagogue across Alma Street from the tracks, a few blocks north of San Antonio Road.

3. Finally, and most importantly, it will be very difficult for either you or the residents to gauge the impact of the noise until the train line is operating. Theoretical calculations and models will likely be inaccurate. Even if you can provide accurate figures in decibels, these will be of little help in evaluating the subjective human impact of the noise. For this reason I think it is IMPERATIVE that your report provide examples of previous high speed rail lines that are similarly situated with respect to residential areas, and determine through surveys or other similar means what the impact has been on affected residents. On the positive side, a visit to such areas by a delegation from peninsula communities might allay their concerns if the noise is found to be reasonable.

Sincerely,
Jonathan Greene
Palo Alto, CA

1
NOISE

3
FREQUENCY

6
PROP. VALUES

1
NOISE

1
NOISE

3
FREQUENCY

1
NOISE

duplicate

San Jose to San Francisco Scoping comment on a small postcard by Rich Green

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
#1 air quality*

Name	Address	Additional Comments on the Card
Rich Green	3462 Bryant St, Palo Alto 94306	None

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:59 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Jeff Greenfield [mailto:jeffg13@gmail.com]
Sent: Monday, April 06, 2009 10:41 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

To: Mr. Dan Leavitt and California High-Speed Rail Authority
Re: San Francisco to San Jose HST Project EIR/EIS,

While I support the concept of high speed rail, I am strongly opposed to the current plan for San Francisco to San Jose. Terminating the HSR line in San Jose is my preference. #2 terminate in San Jose

As a resident of Palo Alto, undergrounding is the only palatable option. However, I do not believe that undergrounding HSR will ever be financially viable or justifiable. #4 underground

An elevated track will destroy the quality of life enjoyed along the SF Peninsula. This will result in a loud, disruptive blight. The sheer mass of the elevated platform will create a massive eyesore, destroying the character of neighborhoods and cities. This will irrevocably alter communities in a negative manner by dividing them. Property values for a wide swath of residents will suffer. #2 no elevated track #6 property values

An elevated track will destroy valuable historic sites on the Peninsula such as the 1000 year old El Palo Alto. #1 historic resources

I believe that the ridership estimates for the CHSR are not grounded in reality, offering inflated justification and for the project. #6 ridership calculation

While generalities of this plan have been voted in, the deceptive manner in which this was done is appalling. Full disclosure of the likely default plan and the noise, size, and impact of a raised platform was never appropriately communicated to the public. This was likely done for good reason by the forces of manipulation this initiative likely wouldn't pass today given the narrow margin of victory and the groundswelling of opposition as more details become apparent. It is abundantly clear to residents of the Peninsula that an elevated platform is being ramrodded upon us as the least expensive solution. #7 Prop 1A misinformed

Given the current fiscal crisis which our state and country face, please consider that HSR from San Jose to San Francisco can't be justified. Please also consider the considerable negative impacts to Peninsula communities. On balance, the tradeoff for minimal benefit does not outweigh the cost. #5 construction & operating costs

Sincerely,
Jeffrey R. Greenfield
3476 Waverley Street
Palo Alto, CA 94306

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:14 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Mark Greening [mailto:markieg@yahoo.com]
Sent: Monday, April 06, 2009 4:07 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I would like make clear my concern about the planned high speed rail up the Peninsula to San Francisco. My primary objection is that the noise pollution from running HSTs, Caltrain and especially diesel freight trains on an elevated platform will be unacceptable and severely negatively impact many, many people in a very built up area. Why is San Francisco the preferred terminus for this project? It has the worst connections in the Bay Area, being surrounded on three sides by water?

I also seriously doubt the projections for the number of people this project will carry and that it will be profitable. I frequently use high speed trains in Europe and Japan and as nice as they are, I have been told that none of these systems pay their own way. I think people need to be told the truth about the economics of this project.

I didn't vote for this bond measure but I did vote for BART funding and I still believe that a good, urban transportation system is preferable and much more needed than a link to L.A.

With best regards,
Mark Greening
2517 Ramona St
Palo Alto
CA 94301

#9 opposition

#1 noise

#2 alternate route

#3 transfer

#6 Calc. of ridership

#2 foreign system

#5 cost

#9 opposition

Dan Gallagher

From: kathy greenwood [kd-green@pacbell.net]
Sent: Monday, January 26, 2009 9:58 AM
To: HSR Comments
Cc: tdarezzo@yahoo.com
Subject: High Speed Rail System

To Whom it may concern,

I'd like to comment on the high speed rail system that is being proposed. I have lived in the Southgate neighborhood of Palo Alto for the last 18 years. It is a small and beautiful collection of historical homes that are very well maintained. I am appalled that the thought of this project could mean not only demolishing 3 blocks of homes but also the noise levels, the property values and to say the least, the appearance is an outrage. I am thoroughly opposed to this consideration and will fight it aggressively.

Kathy Greenwood
1656 Madrono
Palo Alto
650-324-4246

#1 historical
resumes
#6
Rowacq.
#1 noise
#6 prop
value
#1 aesthetics

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:04 PM
To: Kris Livingston
Subject: FW: High Speed Rail System

From: kathy greenwood [mailto:kd-green@pacbell.net]
Sent: Monday, January 26, 2009 9:58 AM
To: HSR Comments
Cc: tdarezzo@yahoo.com
Subject: High Speed Rail System

To Whom it may concern,

I'd like to comment on the high speed rail system that is being proposed. I have lived in the Southgate neighborhood of Palo Alto for the last 18 years. It is a small and beautiful collection of historical homes that are very well maintained. I am appauled that the thought of this project could mean not only demolishing 3 blocks of homes but also the noise levels, te property values and to say the least, the appearance is an outrage. am thoroughly opposed to this consideration and will fight it aggresively.

Kathy Greenwood
1656 Madrono
Palo Alto
650-324-4246

#6 acquiring ROW
#1 historical
resonance
#1 noise
aesthetics



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Feb 17 - Palo Alto

Name (please print): Kathy Greenwood City: Palo Alto State: CA Zip: 94306
Title (if applicable): _____ Phone: 6503244246 Fax: _____
Organization/Business (if applicable): _____ E-mail: kd-green@pacbell.net
Address: 1656 Madrona

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

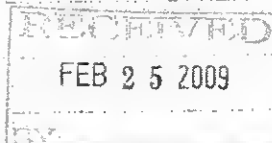
Please comment clearly.

I am opposed to the current plans to construct an above ground HSR system. I don't believe our community was made aware of the proposal that was voted for in July of '08 by our city council members. I believe we have been misrepresented and misled by the Valley Transit Department as well. I will continue to voice my objection + will support all of us in Palo Alto and any other city in our goal to have the HSR be either ① tunnelled underground or ② to have no no build zone from San Jose to SF.

#9 oppose
#2 elevated (no)
#7 prop 1A
#9 oppose
#2 tunnel
#2 no build zone

DO NOT DESTROY OUR TOWN

#11 conclusion



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 181

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:04 PM
To: Kris Livingston
Subject: FW: High Speed Rail System

From: kathy greenwood [mailto:kd-green@pacbell.net]
Sent: Monday, January 26, 2009 9:36 AM
To: HSR Comments
Subject: High Speed Rail System

To whom it may concern,

I'd like to comment on the high speed rail system that is being proposed. I have lived in the Southgate neighborhood of Palo Alto

#11



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☒ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): D. Michael Griffin City: Palo Alto State: CA Zip: 94301

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: jazzbutter@sbeglobal.net

Address: 344 Poe Street

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Please strongly consider hauling HST @ San Jose.
This will avoid bad construction impacts on Peninsula
~~Map~~ Upgrade CALTRAIN rather than impact environ-
ment along the SJ → SF rightofway.

2
• TERMINATE IN
SJ

3
UPGRADE
EXISTING RAIL
FACILITIES

1
CONSTRUCTION
IMPACTS

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 183



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☒ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): D. Michael GRIFFIN City: Palo Alto State: CA Zip: 94301

Title (if applicable): former Planning Commish Phone: 415.722.0126 Fax: _____

Organization/Business (if applicable): _____ E-mail: jazzbuff@sbglobal.net

Address: 344 Poe Street

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Elevated roadbed is bad idea. Noise & aesthetics are 2 big problems. Elevated on berm especially bad b/c it divides a city as if Great Wall of China.

1
EJ
AES
NOISE
2
ELEVATED
TRACK

Preferred solution: trenched roadbed 20' below grade. Despite groundwater problems, this is least invasive method allowing traffic crossings, lower levels of noise and superior aesthetics.

2
TRENCHING
1
NOISE
AES
TRAFFIC
GRANDVIEW

Please spend considerable time investigating trenched roadbed solution. Groundwater issues can be resolved w/ pumping.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-5C 184

Kris Livingston

From: Beth Guislin [beth.guislin@gmail.com]
Sent: Monday, April 06, 2009 8:00 AM
To: HSR Comments
Subject: San Francisco to San Jose HST --opposed

Dear Mr. Leavitt,

Before I voted for the HSR project, I reviewed the documents provided to voters. Based on those documents, it was not clear to me that HSR would be elevated coming through residential areas of Palo Alto. I think the plans were not presented in a form that gave voters the opportunity to know enough of the impact of the project.

Now that more of the plans have been presented, I am against having HSR through downtown Palo Alto. If there were another vote on the project, with HSR cutting through residential areas of the Peninsula, I would vote against HSR.

#7 prop 1A
misinformed

#9 opposed

Sincerely,

Ramona Guislin

Palo Alto, CA

San Jose to San Francisco Scoping comment on a small postcard by Marian Ha

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *aesthetics
air quality*

Name	Address	Additional Comments on the Card
Marian Ha	3908 Park Blvd, Palo Alto 94306	None

I-5C 186

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:40 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Dan Hafeman [mailto:danh@pacbell.net]
Sent: Monday, March 02, 2009 1:07 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Hi HST reviewer.

I am Dan Hafeman, a Sunnyvale resident who lives close to the CalTrain Tracks at Mary Avenue in Sunnyvale. I have read the sections of the EIR which show how grade separation is to be done in the south bay. Specifically, I noticed that the plan currently calls for the rails to be elevated in west Sunnyvale at Mary Avenue using "constrained fill". Please know that there is a high density housing development just north of the tracks at Mary plus a well established neighborhood to the south. There is already a sound wall at the north side of the tracks but this will be rendered ineffective with elevated tracks. #1 intro
#1 intro
#1 noise

I think it is much better to keep the tracks at ground level and build a Mary underpass which goes under both the tracks and Evelyn, much like the University Avenue underpass in Palo Alto. Access to Mary from Evelyn can be provided by using the land on the south side of the intersection. One side has an old 7-11 store with a large and ugly parking lot. The other side is a gas station. The entire south side of Evelyn around Mary is old very low density small businesses. I'm sure a little creative planning could result in the relocation of both the gas station and the 7-11 without much disruption. #2 grade crossing
w/ street tunnel
Rail at grade street below track
#6 relocation

While I am a big fan of high speed rail, we have to work to protect our neighborhoods close to the tracks. Trains are expected to run at 15 minute intervals on top of increased CALTrain usage. Train speeds are over 100mph. Can we live with elevated tracks with no sound walls around Mary or elsewhere where housing is located next to the tracks? #3 train speeds
#3 train free
#1 noise

Please carefully consider noise issues for people who live close to the tracks and design the system to minimize the impact. It might be less expensive to elevate the tracks but the resulting noise impact could seriously impact these established neighborhoods. Tracks at ground level can use sound walls to mitigate noise. #1 noise

Thank you for your consideration.

danh
Dan Hafeman
30+ year citizen of Sunnyvale

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:52 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Hake, Ken [mailto:kenneth.hake@hp.com]
Sent: Thursday, February 19, 2009 2:11 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Hello State Officials,

I do not support putting the high speed rail through the middle of Palo Alto, underground would be fine, but straight through the middle is not acceptable. Using the existing rail space that cal trains operates is OK, but not expanding it or raising it higher.

What about going along highway 280?

Ken Hake
Palo Alto Resident and Property Owner

#3 upgrade
existing
rail
facilities

#1 ~~exp~~

#2
underground

#2 along diff
alt Highway

Kris Livingston

From: alexis hamilton green [alexishgpr@yahoo.com]
Sent: Monday, April 06, 2009 11:53 AM
To: HSR Comments; HSR Comments; gmca-discuss@yahoogroups.com; ramona_neighbors@yahoogroups.com; Lynne Russell
Subject: Questions to be answered in the HSR EIR

Please ensure that the HSR EIR addresses concerns about the impact of increased sound and vibration along Barron Creek and other Creeks in Palo Alto.

- Will the vibration weaken the existing bridges crossing the creeks especially between Alma St. and Highway 101?] #1 noise, #1 vibration, #1 biological resources
- Will it weaken the concrete reinforcement of Barron Creek and cause potential flooding problems?] #1 hydrology
- What will the cost be to the City of Palo Alto to reinforce creeks and bridges to withstand increased vibration caused by the HSR? #5 cost, #1 vibration
- How will sound and vibration impact the likelihood of liquidfaction in an earthquake for the Midtown area between Alma and Highway 101?] #1 geology & soils, #1 noise, #1 vibration
- How far will the sound of the trains travel down the concrete channel of the creek?] #1 noise

Please include in the High Speed Rail Environmental Impact Report the measurement of sound and vibration simulated for the 2030 volume of train traffic. Sound and vibration measurements should be taken at each crossing bridge starting from the Caltrain Corridor and including at a minimum the following bridges across Barron Creek: Ramona Street, Bryant Street, Cowper Street, Middlefield Road. Please show in the report a comparison between the current sound and vibration generated by the current Caltrain trains with the proposed HSR trains so that we can understand how this will impact our quality of life as well as the structural integrity of our creeks and bridges, and the cost to our city. #1 noise, #1 vibration, #1 hydrology, #5 cost

Thank You

alexis hamilton
3364 St. Michael Drive
Palo Alto CA 94306
alexishgpr@yahoo.com

San Jose to San Francisco Scoping comment on a small postcard by David & Carol Hamilton

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public sc

#6 prop value

#1 bio
aesthetics
air quality

Name	Address	Additional Comments on the Card
David & Carol Hamilton	PO Box 60036, Palo Alto 94306	None

I-SC 190

MAR 5 2009

From: Nonette Hanco <nhanco@openspace.org>
Subject: **High Speed Rail through Palo Alto**
Date: March 4, 2009 11:09:13 AM PST
To: letters@paweeekly.com

Editor,

I feel I've been stabbed in the back. Living in Palo Alto 58 years, I have fought against the extension of Central Expressway into our city, which would have removed many residents along Alma Street the length of the city. Now, having supported 1A on the November ballot, I find a 15-foot-high wall proposed along that same route to carry the high-speed train. Proponents whom I believed to be environmentalists have misled us.

How come we didn't hear about this wall before we voted? It will cut our city in half from one end to the other, destroy mature trees, landscaping, and the homes along the path. High Speed Rail sounds good! But no details to describe the lethal surgery to our city was included in our ballot argument.

Let High-Speed-Rail begin its southern route from San Jose. Our expanded Baby Bullet can connect from San Francisco.

Nonette Hanco
MROSD Director, Ward 5
nhanco@openspace.org
(650) 691-1200

Nonette Hanco
3172 Emerson St.
Palo Alto, Ca. 94306
650-494-0796

#1 Prop 1A
misinformed

#2 wall
#1 BLO
Aesthetics

#2 Baby
bullet

I-SC 191

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:51 PM
To: Kris Livingston
Subject: FW: ATTN: San Francisco to San Jose HST Project EIR/EIS

From: Joel Hayflick [mailto:joel_hayflick@yahoo.com]
Sent: Friday, February 20, 2009 4:11 PM
To: HSR Comments
Subject: ATTN: San Francisco to San Jose HST Project EIR/EIS

Mr. Dan Leavitt
Deputy Director
ATTN: San Francisco to San Jose HST Project EIR/EIS

Dear Mr Leavitt,

I wish to express my opinion regarding the proposed HST project. I believe that it would be a mistake to terminate HST travel in the northbound direction at San Jose (or some other nearby terminus in the south bay) as has recently been suggested. This will force passengers who are traveling to San Francisco, to detrain and find alternative transportation which could negatively impact ridership. That said, I believe that it would be a mistake to enable HST travel at high speeds (e.g. above 50 mph), along the Caltrain right-of-way on the peninsula from San Jose to San Francisco. As a daily Caltrain commuter from Palo Alto to South San Francisco, I know from personal experience that there are all too frequent hazards (e.g. people, vehicles, other objects) present on the tracks potentially impacting safe train travel at high speed (see accident reports from Caltrain). In addition, the increased noise and disturbance will be disruptive to the character of the neighborhoods.

Sincerely,
Joel Hayflick
772 Rosewood Drive
Palo Alto, CA 94303

#2
Different
alternative
(route)

#2
Don't
terminate
HST.

#9
offense

#1
HAZ/ASCH
ops

#1
noise

Community
Impacts

Kris Livingston

From: Bruce A. Heiman [bheiman59@yahoo.com]
Sent: Monday, April 06, 2009 4:04 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

To: Mr. Dan Leavitt, Deputy Director, California High Speed Rail Authority
925 L Street, Suite 1425, Sacramento, CA 95814

Dear Mr. Leavitt:

The HSR, while a great idea in theory, creates a real issue for Palo Altans living near (anywhere near) the current CalTrain tracks. I see the lack of a reasonable comment period as a "railroading" of the decision making process through our town. There is little time to build awareness of critical relevant issues (noise, sightlines, encroachment, property values, eminent domain, and more).

#7 additional
comment
period

I DO believe that feasible solutions exist (tunneling primarily, as well as redirecting the train via the 101 corridor or through the east bay). These options need serious consideration as the quality of life of thousands of people is at stake.

#2 tunnel
#2 alternate
alignment

I calculate roughly, that on the entire peninsula, up to 2000 homes may be directly affected by the HSR given their proximity to the train tracks. Estimates for payments for taking of land seem woefully low (I have been told the estimate for taking a residence on the peninsula was pegged at an average of \$193,000 per lot, which is low by a factor of 3-5 given current property values).

#6 eminent
domain
#6 property
values

Please give this issue the attention it deserves. Please make a statement and take actions that reflect the fact that you understand the concerns of people whose quality of life is directly impacted by HSR. I strongly feel the critical issues mentioned above are not receiving the attention and action they deserve.

#11
conclusion

Please promote policies that result in positive outcomes for affected residents of Palo Alto and the Peninsula (e.g., tunneling).

Thanks for your kind consideration.
B. Heiman
Palo Alto Resident, Homeowner and Voter.

Dan Gallagher

From: Gina Henderson [rafoxhend@earthlink.net]
Sent: Friday, January 23, 2009 11:42 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

I live on Stanford's campus, in the Palo Alto, CA area.

I totally support this high speed train project and hope that you realize that many supporters will not attend these meetings, so you will only hear from those who do not want this valuable transportation alternative.

PLEASE get information out to all residents in every media so those who support this can have equal voice -

I wish all states had the forward vision to build public transportation that actually helps a lot of people. I am particularly excited for the college students who can get off the highways when they travel to and from home.

thanks,
Gina Henderson
241 Santa Teresa Lane
Stanford CA

#8 support



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print):

BARRY HENNING

City:

PALO ALTO

State:

CA

Zip:

94301

Title (if applicable):

Phone:

650-327-8923

Fax:

Organization/Business (if applicable):

E-mail:

Address:

2360 EMERSON ST.

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

#11

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-5C 195

March 4, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L St., Suite 1425
Sacramento, Ca.
95814

MAR 9 2009

Dear Mr. Leavitt,

Thank you for the opportunity to comment on the project plan for the proposed California HSR project.

11

I attended the February 26th information meeting in Palo Alto. I must say that your speakers, Mr. Dominic Spaethling and Mr. Tim Cobb, got off to a shaky start and it went downhill from there. They started 25 minutes late, had no PA system, and left about 50 people standing with no chairs. So before they uttered a word, the confidence level was not high.

7
Poor presentation

What followed was a vague and disjointed presentation on high-speed rail with no data or facts specific enough to be of use to the audience. While I agreed with Mr. Spaethling's strategy of getting immediately to the questions, his performance was sadly lacking once we got there. I grant that although it probably wasn't his easiest audience, he still should have had a few basic facts to share, like the approximate cost of tunneling per mile (there are dozens of examples out there), etc. Inane statements like "Property values will go up near the stations" did not endear him. The facts he did throw out ("46 trains per hour", and "one train every three minutes") were out of context and inflammatory. There were some questions and statements that he just avoided altogether. Initial EI documents shared that described a "low impact to the community" certainly didn't help either. Trust was immediately shattered and from what I could tell, never regained..

I-SC 195

The fact is, when California voters approved Prop IA, most had no idea that the Cal-Train corridor would be used. Those that knew, thought that surely it would be underground. Showing plans for a 30' elevated road bed and a total of four tracks as the primary alternative exacerbates this lack of trust.

#1
Prop IA
misinformed

I can tell you with absolute certainty that the only alternative that will be acceptable to Cal-Train corridor communities will be an underground solution. If any back-of-envelope calculations show that this solution is prohibitively expensive, then you'd better find another route to get to San Francisco, or end HSR at San Jose and let Cal-Train handle that last leg. Those near the tracks in these communities are already subject to too many commute trains, freight trains, baby-bullets, etc, to add any more. Residents are mobilizing and the pressure on local city councils is already mounting. It will be a long, drawn-out fight if above-ground is the choice.

#2
underground

#2
alt
route

#9

Yours truly,

Barry A. Hennings

Barry A. Hennings
2360 Emerson St.
Palo Alto, Ca.
94301

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:57 PM
To: Kris Livingston
Subject: FW: Comments about High Speed Rail through the SF Bay Area

From: Robert Herriot [mailto:rgherriot@gmail.com]
Sent: Wednesday, February 04, 2009 12:57 AM
To: HSR Comments
Subject: Comments about High Speed Rail through the SF Bay Area

In general, I support the building of a high speed rail.

However, I believe that the high speed rail should be put underground along most of the suburban route to eliminate noise and to avoid taking private land. In addition, Caltrain and freight trains should be electrified and put underground at the same time. Then the land can be sold for development. In Europe, it is common for trains to go underground in urban areas.

Here are some details to consider.

I am concerned that without a carefully thought-out design, we will end up with a rail line that creates many problems. Here are some goals.

1. The high speed rail doesn't take people's property,
 - There probably isn't enough right of way in many towns to avoid taking private property unless the train goes underground along most of the suburban route.
 - Stations will take considerably more right of way than is currently available unless stations are underground.
2. The high speed rail doesn't disrupt the peace and quiet of many people during construction.
 - The construction of the California Avenue station in Palo Alto in January 2008 produced excruciating noise between 1 am and 6 am for several days. This noise was unacceptable then and it would be unacceptable in the future. Construction should take place only during normal business hours: 8-6, M-F.
3. The high speed rail doesn't disrupt the peace and quiet of thousands of people living near the rail when trains pass by.
 - In Japan, the high speed rail route has concrete walls along the side of the rail line to reduce noise.
 - In London, the newly constructed rail is underground for about 10 miles.
 - In this area, we need most of the route to be underground. This would be a good time to electrify Caltrain and freight trains, and to put them underground. Then the surface land could be sold for development helping to pay for undergrounding.
4. The high speed rail designers study high speed rail lines in leading countries, such as France, Germany and Japan, and borrow the good ideas.

One of the first issues that needs resolution is the number of rails needed because this decision has considerable

] #8 Support

] #2 Tunnel
#1 Noise
#6 Property Rights
#2 Foreign Systems

] #6 Eminent domain ROW

] #1 Noise Construction

] #1 Noise Operational

] #2 Foreign Systems

] #2 Tunnel

] #5 Funding

] #6 Property Rights

] #2 Foreign Systems

] #2 Tracks

effect on the design. There could be

- 1 pair of rails with existing grade crossings if the high speed train runs at Caltrain speeds on existing rails.
- 2 pair of rails with
 - a) existing rails for Caltrain trains and freight trains and
 - b) new rails for the high speed trains.
- 3 pair of rails with separate rails for
 - a) high speed trains,
 - b) Electrified Caltrain trains, operating lightweight, high acceleration trains that cannot share the rails with freight traffic, and
 - c) freight trains.

Robert Herriot

Kris Livingston

From: Robert Herriot [rgherriot@gmail.com]
Sent: Monday, March 30, 2009 2:05 AM
To: HSR Comments
Subject: Comments about San Francisco, Millbrae and Palo Alto stops

San Francisco Stop

The plans call for 32,000 boarding per day and only 3000 at the Millbrae stop near San Francisco Airport. This is ludicrous. The San Francisco airport is already the central transportation hub for the Bay Area. It has large amounts of parking, shuttle service, many flights and easy freeway access. Downtown San Francisco has none of this.

Only a small percentage of travelers would believe downtown San Francisco is a more convenient place to board a train than the San Francisco Airport. If the high speed train traveled through an under bay tunnel to a stop at the Oakland Airport and then to the Altamont Pass (instead of going to San Jose and the Pacheco Pass), there would be even fewer people who would board a train in downtown San Francisco.

The high-speed rail people need to determine the route base on sound engineering and sound ridership analyses, and not on politics.

Millbrae Stop

The high speed train should stop at San Francisco airport and not at the Millbrae train station. With official estimates of only 3000 boardings per day in Millbrae, compared to 32,000 in San Francisco, it is clear that the designers assume that Millbrae is a useless stop. Even the Palo Alto stop has a larger number, namely 5000. If the stop were in the airport, perhaps underground and beneath the BART airport terminal or airport central parking garage, it would easily connect with all parts of the airport.

Compare the proposed CA high speed rail with Frankfurt (Germany) where the high speed trains stop in the airport complex and usually skip downtown Frankfurt. Also, consider many of the world's airports which have train service in the airport complex within walking distance of all flights.

The San Francisco airport should be the most important stop in the Bay Area because it has the transportation infrastructure, such as large amounts of parking, shuttle service, many flights and easy freeway access. Downtown San Francisco has none of this.

If the connection between the high speed train and the airport is convenient, I would expect a lot of people from small cities in California would use the high speed train rather than an airplane to connect to a long-distance flight.

The high speed rail people have choice. They can continue the long tradition of poorly connected (and thus underused) transit in the Bay Area, or spend the money to do it right – the way most of the developed world does it.

Different Route (Oakland Airport and Altamont Pass)

Because the airports are the central transportation hubs, I propose that the train route connect San Francisco

#2 methods of
ridership
calculation

#2 No station
in Downtown
SF

#2 Alternate
route

#2 No station
in Millbrae
Station SFO

#2 Foreign
Comparison

#2 station
SFO

#3 Air travel/
Washington

#1 conclusion

airport with Oakland Airport via an under-bay tunnel and go to the Central valley via Altamont Pass. Here are some benefits

1. This choice would tie the two airports together for better sharing of flights.

2. Altamont Pass is already planned for an eventual Sacramento connection. This route choice would provide a route for both Los Angeles and Sacramento trains on the same right-of-way, saving a huge amount of money that wouldn't have to be spent on the Pacheco Pass route. San Jose can be connected via an East Bay spur to the Altamont pass route.

3. Since many cities on the Peninsula are demanding a tunnel, an under-bay tunnel may be less expensive.

Palo Alto Station

If this train is truly high speed, then it makes very few stops. If there is a Palo Alto or Redwood City stop, then the train stops every 20 miles along the Peninsula, which is too frequent. The Eurostar is a good model of high speed travel; it has only 6 stations for a distance similar to San Francisco to Los Angeles and 1/3 of the trains travel nonstop. About 1/3 of the trains stop at the single suburban London station (Ebbwfleet). Such a stop adds 7 minutes to the schedule. Slower trains provide connections between Eurostar stops and other cities.

For the California high speed train, it makes more sense for Caltrain to provide connections to major stops at the SF Airport and San Jose – without stopping at other cities along the route.

Palo Alto Corridor

I believe that it is imperative that the high speed train be put underground. To make this be a benefit, all rails (for Caltrain and Union Pacific freight) should go underground, and the surface land should be redeveloped for housing and businesses to help offset the cost.

An elevated train is the worst possible solution. During construction there would be excruciating noise during the night (when trains are not running) to drive piles, even worse than what neighbors of the California Avenue station experienced during January 2008. During operation, the noise of the trains would be quite loud and would spread through adjacent neighborhoods because the trains are above average house heights.

A depressed train is better than an elevated train, but not by much. The construction noise would be similar to elevated trains. During operations, the noise would probably be less than elevated trains, but might still be substantial, depending on train speed and how much echo would come off the concrete walls.

A tunnel is the best solution because it would probably be nearly silent during construction and operations. Also, it would probably not disrupt existing train traffic during construction. In addition, a tunnel would avoid the taking of any property.

Tunnels have become a common solution around the world. For example, the Eurostar train runs under London for 12 miles, from central London through most of the suburbs.

The train should be quiet and invisible and should not lessen the quality of life for residents.

Robert Herriot

Palo Alto, CA

Robert Herriot <rgherriot@gmail.com>

#2 Alternative

#3 Air train

#2 Alternative Alignment route

#2 Tunnel

number of stations
#2 No Palo Alto station
Foreign System

#3 Airport connections

#2 Tunnel
#3 Caltrain & Freight
US sources & funding

#2 Elevated
#1 Construction Noise

#2 Trench
#1 Construction Operation Noise

#2 Tunnel
#1 Construction Operation
#6 Environment

#2 Tunnel
Compare Foreign

#1 Noise Aesthetics

Kris Livingston

From: Robert Herriot [bob@herriot.com]
Sent: Sunday, April 05, 2009 5:57 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Each Heading below is either a HST stop or route alternative

Altamont vs Pacheco Routes

Yes, I know. You think that this decision has already been made. But there are court challenges to come and you made the wrong decision. So please consider this before the taxpayers commit billions for a route that the EIR even says will induce more sprawl and less ridership than the Altamont Pass route, though Pacheco Pass supporters claim that Pacheco Pass will produce more ridership. What does it mean when a decision is based on a report with lots of empty claims.

#9

When I read the reasoning for Pacheco over Altamont, it reads like some politician chose Pacheco and then made up reasons for Pacheco and reasons against Altamont. Because Altamont is shown as a future route, clearly it cannot be that bad. And to throw the Altamont route to future local funding is ludicrous. It would be cheaper to have just Altamont than to have both. Much of the reasoning in the EIR actually supports Altamont as the better choice.

#2
Alt
Route

I suggest that a second route be explored. San Francisco Airport to Oakland airport via tunnel to connect the airports, then via the eastern rail corridor to Fremont, then through Niles Canyon, then through the mountains south of Pleasanton and Livermore.

Here is a comparison of urban miles via different routes. From San Francisco Airport to South San Jose is about 43 miles. If most of it is tunnel, then it becomes a less attractive route. With the above suggested route via Oakland airport, Fremont and mountains south of Livermore, There is 11 miles of underwater tunnel and 17 miles of urban area. I am assuming that the 13 miles from Pleasanton to Livermore is south of these towns through the mountains. With this route the total mountain distance is 28 miles vs 23 for Pacheco. However, it would appear that Pacheco will need about 11 miles of tunnel. The Altamont route appears to need fewer miles of tunnels. Unfortunately, I cannot find any document that give details. This leads to the question of how cost is known when so little detail is currently available – or maybe the authority is just hiding the information.

The 2007 EIR (page 8) even says that Altamont pass route will have, according to its supporters “(4) higher ridership potential, (5) less potential for environmental impact, ... (11) is less sprawl inducing”.

The bottom line is that more design detail (routes, costs and community impact) needs to be worked out before the pros and cons of each route is really understood. Then route decisions can be made.

San Francisco Stop

The plans call for 32,000 boarding per day and only 3000 at the Millbrae stop near San Francisco Airport. This is ludicrous. The San Francisco airport is already the central transportation hub for the Bay Area. It has large amounts of parking, shuttle service, many flights and easy freeway access. Downtown San Francisco has none of this.

#2
stops

Only a small percentage of travelers would believe downtown San Francisco is a more convenient place to board a train than the San Francisco Airport. If the high speed train traveled through an under bay tunnel to a stop at the Oakland Airport and then to the Altamont Pass (instead of going to San Jose and the Pacheco Pass), there would be even fewer people who would board a train in downtown San Francisco.

#1
says

The high-speed rail people need to determine the route base on sound engineering and sound ridership analyses, and not on politics.

Millbrae Stop

The high speed train should stop at San Francisco airport and not at the Millbrae train station. With official estimates of only 3000 boardings per day in Millbrae, compared to 32,000 in San Francisco, it is clear that the designers assume that Millbrae is a useless stop. Even the Palo Alto stop has a larger number, namely 5000. If the stop were in the airport, perhaps underground and beneath the BART airport terminal or airport central parking garage, it would easily connect with all parts of the airport.

A possible lesser option would be to have a stop near where BART crosses 101. If BART and Caltrain were to add a stop there and if the SF Airport train were extended to this location, it would become a major hub. The important point is that Caltrain, BART, SF Airport train and High speed rail need to have a single station for transfer between them.

#2
says

Compare the proposed CA high speed rail with Frankfurt (Germany) where the high speed trains stop in the airport complex and usually skip downtown Frankfurt. Also, consider many of the world's airports which have train service in the airport complex within walking distance of all flights.

The San Francisco airport should be the most important stop in the Bay Area because it has the transportation infrastructure, such as large amounts of parking, shuttle service, many flights and easy freeway access. Downtown San Francisco has none of this.

If the connection between the high speed train and the airport is convenient, I would expect a lot of people from small cities in California would use the high speed train rather than an airplane to connect to a long-distance flight.

The high speed rail people have choice. They can continue the long tradition of poorly connected (and thus underused) transit in the Bay Area, or spend the money to do it right – the way most of the developed world does it.

Different Route (Oakland Airport and Altamont Pass)

Because the airports are the central transportation hubs, I propose that the train route connect San Francisco airport with Oakland Airport via an under-bay tunnel and go to the Central valley via Altamont Pass. Here are some benefits

1. This choice would tie the two airports together for better sharing of flights.
2. Altamont Pass is already planned for an eventual Sacramento connection. This route choice would provide a route for both Los Angeles and Sacramento trains on the same right-of-way, saving a huge amount of money that wouldn't have to be spent on the Pacheco Pass route. San Jose can be connected via an East Bay spur to the Altamont pass route.
3. Since many cities on the Peninsula are demanding a tunnel, an under-bay tunnel may be less expensive.

#2
ACT
rmt

#2
tunnel

Palo Alto Station

If this train is truly high speed, then it makes very few stops. If there is a Palo Alto or Redwood City stop, then the train stops every 20 miles along the Peninsula, which is too frequent. The Eurostar is a good model of high speed travel; it has only 6 stations for a distance similar to San Francisco to Los Angeles and 1/3 of the trains travel nonstop. About 1/3 of the trains stop at the single suburban London station (Ebbsfleet). Such a stop adds 7 minutes to the schedule. Slower trains provide connections between Eurostar stops and other cities.

#2.
Stops

For the California high speed train, it makes more sense for Caltrain to provide connections to major stops at the SF Airport and San Jose – without stopping at other cities along the route.

Palo Alto Corridor

I believe that it is imperative that the high speed train be put underground. To make this be a benefit, all rails (for Caltrain and Union Pacific freight) should go underground, and the surface land should be redeveloped for housing and businesses to help offset the cost.

#2
underground

An elevated train is the worst possible solution. During construction there would be excruciating noise during the night (when trains are not running) to drive piles, even worse than what neighbors of the California Avenue station experienced during January 2008. During operation, the noise of the trains would be quite loud and would spread through adjacent neighborhoods because the trains are above average house heights.

#1
noise

A depressed train is better than an elevated train, but not by much. The construction noise would be similar to elevated trains. During operations, the noise would probably be less than elevated trains, but might still be substantial, depending on train speed and how much echo would come off the concrete walls.

#1
noise

A tunnel is the best solution because it would probably be nearly silent during construction and operations. Also, it would probably not disrupt existing train traffic during construction. In addition, a tunnel would avoid the taking of any property.

#2
tunnel

Tunnels have become a common solution around the world. For example, the Eurostar train runs under London for 12 miles, from central London through most of the suburbs.

#2
tunnel

The train should be quiet and invisible and should not lessen the quality of life for residents.

#1 noise
#2 aesthetic

Robert Herriot

San Jose to San Francisco Scoping comment on a small postcard by Herzog

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in *#1 safety* very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains *#1 noise* running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their *#1 public svc* schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property *#6 prop value* devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air *#1 aesthetics* pollution caused by increase in the frequency of the trains? *air quality*

Name	Address	Additional Comments on the Card
Herzog	737 Loma Verde # 12, Palo Alto 94303	None

I-SC 199

Kris Livingston

From: Peter Himes [peterhimes@comcast.net]
Sent: Tuesday, March 17, 2009 1:43 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear sir, I am a resident of Palo Alto's Old Palo Alto neighborhood and am very concerned over the impact on Palo Alto's appeal, aesthetics and standard of living if the planned HSR is constructed through Palo Alto corridor above ground. From the estimates I have heard, it will result in a huge superstructure which will not only block out all sunlight for surrounding neighborhoods but create such an increase in train traffic that will irreparably damage the Palo Alto community. I urge the commission to only move forward if the project can be tunneled through the corridor.

With regards

--
Peter Himes
peterhimes@comcast.net
2302 Webster St
Palo Alto, CA 94301
650-322-6414 (h)
650-387-3512 (m)

#1 Aesthetics
#1 Community
Separation
#1 Operational
Impacts

#2 Tunnel

#1 Community
impacts

Kris Livingston

From: Hindi Hipp [hhipp@pausd.org]
Sent: Monday, April 06, 2009 8:46 AM
To: HSR Comments
Subject: HSR comment
Attachments: hhipp.vcf

Hello,

I have lived in this town since 1970 and I've seen it grow in ways that upset me but nothing compares to the impact that the high speed rail will have on this town. I know that Palo Alto is no longer the sleepy town it used to be but the one thing that I love about it is that I don't need to get on a freeway to get across town. This rail would be just as bad if not worse. It would divide this town just as a freeway would. The noise and the appearance would be devastating.

#1 intro
#1 ES comm.
separation
#1 Aesthetics
#1 noise

I understand that some feel that if the HSR started in San Jose rather than SF and people had to transfer from Caltrain to the HSR in San Jose that the ridership would tail off. I just came back from Japan where trains is part of their lively hood and transferring trains was done without a second thought. It was just the way it had to be done in order to get to from one point to another. People do it with airplane travel all of the time. I know that if people could get to LA from SF in less than half the time as driving and it meant having to transfer one time....they would do it.

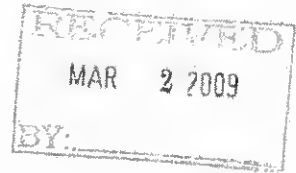
#2 Alternate alignment
#2 foreign system

Please consider updating Caltrains and starting the HSR tracks in San Jose. It would save the peninsula and we need to do this for future generations who would like to live here.

#2 terminate in san jose

Thank you very much!

--
Hindi Hipp
83S Ross Court
Palo Alto, Ca.



February 27, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L St., Suite 1425
Sacramento, CA 95814

ATTN: San Francisco to San Jose HST Project
EIR/EIS

Dear Mr. Leavitt:

It is with growing alarm and concern about the impact of the proposed high speed rail link between San Francisco and San Jose and its effect upon the communities through which it will pass that prompts me to write this letter. #1 intro

As details are emerging it is clear that there will be severe disruptive and permanently negative consequences all along the route as proposed, and I wonder if it is really necessary to do this to achieve the goal of high speed rail, and if perhaps there is a different way. #1 intro

I am enclosing an article from the Friday, February 13, 2009 issue of the DAILY POST peninsula newspaper which I found to be thought provoking in presenting an alternative to the current plan and respectfully submit it in the hope that it will be taken under consideration. It would parallel Hwy. 101. #2 alternate alignment

As I spend time in these peninsula and south bay cities that will be split in half by this and envision the chaos that will ensue, it seems like a nightmare to me, and I hope reason will prevail. #1 community separation

Thank you for your consideration.

Respectfully,

A. Hoff
Los Altos, Ca 94022

Att: Newspaper column.

I-5C 202

Look to Japan, not Caltrain, for rail design

BY RICHARD PLACONE

I am a strong proponent of developing a high-speed rail system in California and the entire nation. I have ridden the bullet trains in Japan extensively, and to a more limited



PLACONE

extent those in Europe, as well as the medium-speed trains in England (125 mph).

However, I have some serious concerns about the proposed route following the current Caltrain right of way going from San Jose to San Francisco. As I understand it, the HSR will parallel the double Caltrain track with two more dedicated to the HSR, giving a total of four tracks.

More right of way needed

Since there isn't room for four tracks along much of this right of way, this means that additional right of way will have to be purchased all along the route, taking up many homes and possibly public facilities as the route goes through Sunnyvale, Mountain View, Palo Alto, Menlo Park, Atherton and most of the other cities between San Jose and San Francisco.

A ground-level right of way will require numerous over- or underpasses at road and stream crossings. Taking the underpass at Embarcadero and the Caltrain tracks in Palo Alto as an example, this will require extensive taking of land, if current traffic flow is to be maintained.

GUEST OPINION

Two alternatives have surfaced, in Palo Alto at least: One is to place the entire project underground as it goes through Palo Alto. Well, I can't imagine that other cities faced with the same space constraints and other objections to noise, etc., will not want the same thing. I have no idea what such extensive tunneling would cost, but it would surely be in the billions. Palo Alto alone has been conservatively estimated at \$500 million; I believe it will be closer to \$1 billion. Where is the city to get that kind of money? Since Caltrain would be buried along with the HSR, there would have to be underground stations for every stop Caltrain makes — think of the BART/Muni system under San Francisco — thereby driving up the costs.

Populated areas affected

The second alternative is to elevate the HSR as it courses through the South Peninsula, thereby bridging all roads and streams. But passing right through dense residential centers thus requiring taking of land to make room for the right of way. Many think this would be an environmental catastrophe visually, audibly and aesthetically. Moreover, in the event of a wreck on the HSR, what kind of havoc would occur with rail cars and locomotives flying off the elevated rail into the densely populated areas immediately below?

The HSR right of way

[See RAIL, next page]

RAIL

[From previous page]

should parallel Highway 101 and/or the Bay front as dictated by space and other land features. The entire right of way could be elevated. There might be places along 101 where the trains could be elevated in the center divider area, other places where it could go through Bayland open space, or lightly built-out industrial areas. Caltrain could remain in place, with the system upgraded to electric with grade crossing improvements.

HSR, Caltrain very different

HSR and Caltrain are two entirely different concepts and service two different populations. One is a local commute line, and the other is a regional transportation system whose purpose is to compete with the airlines in speed over long distances. To mix the two in the same right of way compromises both purposes and adds enormously to the cost of both systems.

I want to make another point.

The HSR is just that — high-speed, regional transportation. There is no reason that I can think of why this train on its way between San Francisco and San Jose, should make more than one stop, and that at SFO. The local population deciding to go to Los Angeles or points south can easily take an improved Caltrain to either San Francisco, the SFO station or San Jose. Living in Palo Alto, I would not expect to board the HSR at University Avenue.

Besides, if the system is going to stop at any one Peninsula town, then all the towns will demand a stopping point. Remember Caltrain and the baby bullet train flap? A route along Highway 101 and/or the Bay mitigates this problem.

Let's study Japan's system

I strongly suggest that the planning group spend some time in Japan studying their system and doing so by actually riding it the length of the country, which is

about the size of California. On our trip from Kyoto to Tokyo, about the same distance as from San Francisco to Los Angeles, I recall we made one stop. We skirted many small towns and villages and much of the route was on elevated right of way.

If they haven't already done so, HSR's planners should consult the world's experts who have "been there, done that" as we design our own high-speed rail system. Keep in mind we are at least 25 years behind the rest of the world in this matter.

Richard Placone, a 47-year resident of Palo Alto, was a senior manager at the Stanford Medical Center for 18 years, leaving to form his own medical business development company. He has been continuously active in community organizations, living in the Barron Park neighborhood with his wife Jeanne. His e-mail is rplacone@spcglobal.net

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:01 PM
To: Kris Livingston
Subject: FW: Fast train- NIMBY use 101

-----Original Message-----

From: Linda Hoffman [mailto:murals4u2c@aol.com]
Sent: Thursday, January 29, 2009 3:32 PM
To: HSR Comments
Cc: Tom Hoffman
Subject: Fast train- NIMBY use 101

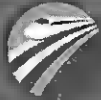
Please use our Tax Payer money not to have high speed train on Alma!
We love Palo Alto just the way it is! Other options need to be considered. Please Not on alma!!!

#2
Alt route

I cannot make it to the meeting but I would like my No understood.
This High speed train need not be on Alma. Keep what we have but have high speed if needed near 101 not near Palo Alto High School!
Sincerely,
Tom & Linda Hoffman
Palo Alto, CA

#2 Alt route
#1
Public SVC

Sent from my iPhone



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): Thomas F. Hoffman, IV City: Palo Alto State: CA Zip: 94306
Title (if applicable): _____ Phone: 650-325-1571 Fax: 650-325-6174
Organization/Business (if applicable): _____ E-mail: _____
Address: 1511 Redwood Ave Palo Alto, CA 94306

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

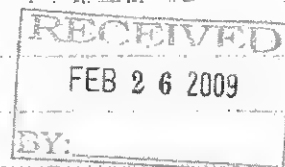
Please comment clearly.

I have strong concerns regarding the environmental impact of high speed trains going thru the residential areas of the peninsula between San Jose and San Francisco. Especially if they are elevated on a 15' high wall. Has there been any consideration about using the Amtrak rail line across the Central Valley from Los Angeles toward the San Francisco Bay area instead of using the CalTrain lines? Could the high speed trains end in San Jose and connect with the current CalTrain BART between San Jose and San Francisco.

#1 intro
#2 (no) elevated

#2 Alternate alignment

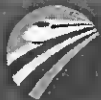
#2 terminate in San Jose



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 204



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): Jim Hollingsworth City: Palo Alto State: CA Zip: 94306

Title (if applicable): _____ Phone: 650 322-6625 Fax: _____

Organization/Business (if applicable): _____ E-mail: hollings.j@sbcglobal.net

Address 1599 Mariposa Ave, Palo Alto CA 94306

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

We attended S.C. County 1/29/2009 Scoping Session #11 into
We need more information on the S.F. to S.J. Section #7
For example (see attachment please).
Thank you,
- Jim Hollingsworth

PUBLIC OUTREACH

FEB 9 2009

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 205

1. STATUS, as it affects homeowners on Mariposa Ave:
 - a. EIR status and Funding status
 - i. NIA (notices of intent to acquire) – when might they be sent
 - ii. NOI (initiation of negotiation) – when might this happen
 - iii. RHP (replacement housing payment) – is there funding for this?
 - b. What is likelihood of right of way expanding 10-feet into backyards?
 - c. What is likelihood of taking all 23 homes on Mariposa/ Park Ave
2. General Questions on EIR; Alternatives currently available; Funding
 - a. Undergrounding thru Palo Alto – is this likely? #2 underground
 - b. High-speed terminus San Jose rather than SJ – is this likely? #2 terminate in San Jose
 - i. i.e. Electrification San Jose thru SF but not at High-Speed #4 Alt technology
 - ii. i.e. Existing right of way / footprint for SJ thru SF #2 Alt alignment
 - c. Full disclosure now, to every resident, along the right of way
 - i. To prevent costly mid-construction delays #7 transparency
 - ii. To facilitate additional bond issues for possible cost overruns #5 costs
3. Timetable
 - a. Start Date
 - b. NIA, NOI dates #7 info request
 - c. Completion Date
4. Cost / Benefit / Promotions
 - a. What are the projected Cost, by year #3 costs
 - b. What are the projected Funding sources, by year #5 funding sources
 - c. What is Ridership revenue; other revenue (advertising etc) & Promotions
 - i. New promotions & creative sources of revenue
 1. Sell billboard advert.s on train cars (NASCAR does this)
 2. Sell sound system / radio broadcasting time
 3. Special monthly rider promotions
 4. Promote to Bicycle Commuters
 - a. A growing contingent
 - b. Fund some connecting bike-lanes
 - c. Fund bike lockers at SF, SF
 5. Promote to Seniors
 - a. Senior discounts
 - b. Special facilities
 - c. Safety features
 6. Promote to sports fans
 - a. Deals with College and Pro sports events
 - b. Discounts for Sporting events
5. When are anticipated new bonds planned for additional funding
 - a. With very low credit ratings on CA revenue-bonds, GO bonds? #5 funding sources
 - b. Will this project be delayed due to current financial environment?

FEB 9 2009

Kris Livingston

From: Susan Hong [susankhong@gmail.com]
Sent: Friday, April 03, 2009 10:10 PM
To: HSR Comments
Subject: San Francisco to San Jose HST - NO

I do not want the High Speed Rail to run through my backyard in Palo Alto! I didn't vote to have a 101 FWY of trains interrupt my community. I say NO to this high speed rail.

Comments (120)

[Add a comment](#) | [Add a new topic](#)

If you were a member and logged in you could track this topic

Comments

Posted by An Observer, a resident of the Barron Park neighborhood, on Mar 27, 2009 at 5:03 pm

It is becoming more and more clear that lawsuits are the only remedy for this. HSR is discounting all cities on the proposed line and ramming this through as fast as possible to halt any opposition and say "everything is already moving and its too late to change now".

[Report Objectionable Content](#)

Posted by Walter_E_Wallis, a resident of the Midtown neighborhood, on Mar 27, 2009 at 5:20 pm
Walter_E_Wallis is a member (registered user) of Palo Alto Online

The opposition to HSR continues to discuss it as a virgin project, as if there are no rails there now. Towns are divided NOW! Electrification is a done deal. Grade crossing elimination is way past due, and the law requires just compensation for taking. An existing rail corridor is going to receive much needed improvements. I agree that elevated tracks are out, and I consider the overcost of tunneling to be a waste of money. Far better to give everyone whose quality of life is impacted a million dollars walking around money.

[Report Objectionable Content](#)

Posted by Railroad, a resident of the College Terrace neighborhood, on Mar 27, 2009 at 5:22 pm

Ob great. City Attorney Gary Baum is on the case. Can another federal investigation be far behind?

#9
OPPOSITION

#9
PLANNING

#11
#2
GRADE
SEPARATION
#6
FINANCIAL
COMPENSATION

#11
#9

Report Objectionable Content

Posted by An Observer, a resident of the Barron Park neighborhood, on Mar 27, 2009 at 6:08 pm

Walter Wallis, please cut the charade. Towns are not divided by the slow at-grade Caltrain that meanders by once an hour or once every half hour on weekdays with speeds of about 40mph through the towns. I know the "Caltrain already divides the towns and therefore impacts are low" is the High Speed Rails talking point, but its falling a little flat with anyone with a semblance of common sense.

Report Objectionable Content

Posted by I Smell an HSR Funded Rat, a resident of Menlo Park, on Mar 27, 2009 at 6:08 pm

So, Walter, where do I sign up for my million dollars of "walking around money" as compensation for the negative impact on my future quality of life that HSR blasting through the peninsula will surely bring? Oh, and is that million dollars for quality of life degradation IN ADDITION to the real monetary loss in value of my property?

And what about the extra taxes I will surely be paying to cover our struggling schools and other infrastructure while the money gets shamefully, and quietly sucked into the HSR fund?

Would you be so cavalier if Rod Diridon were proposing to put the equivalent of another Highway 101 through the Caltrain corridor? That's essentially what we will have if this goes through - another highway - and yes, it will divide the peninsula far more than the existing CalTrain tracks do now.

I'd like my million dollars now, please - so that I can use the interest on that money to fight HSR. If HSR goes down in flames, I'll give the million dollars back.

Report Objectionable Content

Posted by Walter_E_Wallis, a resident of the Midtown neighborhood, on Mar 27, 2009 at 6:43 pm

Walter_E_Wallis is a member (registered user) of Palo Alto Online

Anyone who does not consider the existing railway a divider is kidding themselves. Anyone who considers diesels less disruptive than juice jacks is unfamiliar with reality.

Report Objectionable Content

Posted by euro, a resident of the Downtown North neighborhood, on Mar 27, 2009 at 9:07 pm

Get over it people. Extricating penninsulans from their cars and off of planes will be painful. Go around the world and experience the joys of train travel. We need to make it up and not this thing built. This smells of

those who blew up the train tracks in the Santa Cruz mountains when they did away with the Sunshine Express train my grandmother road near highway 17 to get to the beach. I sense car companies, not Palo Altans are behind this latest frenzy.

#11

Report Objectable Content

Posted by Howard, a resident of the Crescent Park neighborhood, on Mar 27, 2009 at 9:18 pm

#11

I figure that the HSR will be at grade level with underpasses wherever there needs to be a crossing. So no 20 foot wall. (The tunnel would be better, but it's too costly). Although the grade level option is not so good for those who live along the tracks, it will be acceptable for everyone else. So that's what's going to happen.

#2 underpass
#2 tunnel
#2 grade
#1 noise

Report Objectable Content

Posted by Palo Parent, a resident of the Greenmeadow neighborhood, on Mar 27, 2009 at 9:40 pm

#11

Why would anyone pursue a HSR that starts in LA but dead-ends in SF and not SAC? Just won't happen.

#9

Report Objectable Content

Posted by jt, a resident of another community, on Mar 27, 2009 at 10:43 pm

#11

Good to see some level heads prevailing along with common sense. HSR is the future for California and won't be held hostage by a small group of people. People need to express their concerns and then be reasonable about their expectations rather than using hyperbole such as "destroy my way of life forever" and other such nonsense. This a a major urban area with 7 million and counting and any fantasy that folks are living in the wilderness should have been dispelled with by now.

#11

Report Objectable Content

Posted by Another pissed off bay arean, a resident of the Greenmeadow neighborhood, on Mar 27, 2009 at 10:47 pm

#11

at grade past Paly? forget it no chance just on safety grounds alone. I see all these out of town people showing up now encouraging this... no sorry this train is too damaging to peninsula towns. Go back to the drawing board or 101 or 280 which would be fine with all of us

#2 grade
#9
#2 alternate route

Report Objectable Content

Posted by Another pissed off bay arean, a resident of the Greenmeadow neighborhood, on Mar 27, 2009 at

10:50 pm

hey euro does going around the world experiencing the joys of train travel apply to towns where schools and residences are directly on the tracks, I think not- please stop clouding this as an issue with trains, this is not an issue with trains, the entire issue is the ROUTE

#2
Route

Report Objectionable Content

Posted by Martin Engel, a resident of Menlo Park, on Mar 27, 2009 at 10:58 pm

#11

1. It will happen. Denial will only make the pain greater when the bulldozers show up.

#11

2. I told you so five years ago. I told you so four, three, two, and one year ago. I'm telling so now. HSR is intent on imposing its overpriced train on all of us on the Peninsula. This is going to be painful and adversarial for a large number of people. Those who are not ready to sue, go to court and use every other legal means at our disposal may just as well lie down and let them run the trains right over us.

#9

3. I told the ad hoc group planning the multi-cities coalition a month ago that this would be contentious and adversarial. I was politely dismissed for my harsh position.

#99

4. No one, not Caltrain, not the High Speed Rail Authority, is going to give us what we want and need for free. They care about their trains. They don't care about us, our cities or our Peninsula. We all are just in their way. They are in the railroad business, not the people business.

5. We must organize, be prepared to spend funds on lawyers, and we must stand together. They will seek to deal with us individually. We must resist that.

6. People like Sue Lempert and many of the foul-mouthed bloggers are demanding that we shut up and make sacrifices for "the greater good" of this high priced train. That's a new version of Stalinism. Be prepared to be insulted by those who will benefit from the train and its rail cars full of money.

#5
cost

7. Their intention, Caltrain and HSR, is to do what is "quick and dirty" and cheapest. In any case, there will be staggering cost overruns. They will build what they can get away with. Caltrain already has plans for a berm through Atherton, Menlo Park, and probably Palo Alto, because it is the least costly.

8. Caltrain and HSR already have well defined plans "in their hip pocket." They know what they will end up with through the design process. They already know what the EIS/EIR will say, and what they will defend as the most appropriate alignment. Caltrain has documents, called "draft" documents, which they will not release unless they are court ordered under FOIA regulations.

#1
transparency

9. After five years of being immersed full-time as a student of this wretched HSR process, I can only say that it is time for all of us to wake up and realize what we are in for. Remember, Kopp is responsible for the airport-BART connection, which is a failure. Diridon is responsible for the light-rail development in San Jose, another failure. Both experienced major cost overruns. Both failed to deliver on any promises. Why would the HSR project be any different? It will however be different, by many orders of magnitude,

#9
#5 cost

due to its staggering costs. #5 costs

10. Feel free to disagree, castigate me, and ridicule all the flaws in my argument.

Time will judge the veracity of what I am saying.

11. What can we do about it? Organize. Write letters. Protest to our officials.

Let the world know about our concerns. Raise funds; lawsuits cost money.

Do not, do not give in. The squeaky train wheel gets results. Dig out the facts. Get the truth. Be clear about what we want. Read, read, read. Do your homework and due diligence. Together, we can all make all the difference.

Report Objectable Content

Posted by Spokker, a resident of another community, on Mar 27, 2009 at 11:12 pm

Glad to see this thing is moving forward, at least with an agreement between Caltrain and the CHSRA.

Report Objectable Content

Posted by Spokker, a resident of another community, on Mar 27, 2009 at 11:13 pm

"Towns are not divided by the slow at-grade Caltrain that meanders by once an hour or once every half hour on weekdays with speeds of about 40mph through the towns."

More like every 15 minutes on weekdays, even more during rush hour, and plowing through at 79MPH.

Report Objectable Content

Posted by ODB, a resident of the Midtown neighborhood, on Mar 28, 2009 at 12:46 am

How many people who voted Yes on 1A can honestly say they studied the project and understood its impact on communities like Palo Alto before they voted? Clearly the Palo Alto city council didn't.

It's going to take more than a memo asking "pretty please" to change the course of HSR. It's too late to join the lawsuit thanks to the city council. Your best hope now is that the bonds don't sell.

Report Objectable Content

Posted by Spokker, a resident of another community, on Mar 28, 2009 at 12:49 am

#11

"How many people who voted Yes on 1A can honestly say they studied the project and understood its impact on communities like Palo Alto before they voted?"

How many people who voted Yes on 1A actually cared about the impact on communities like Palo Alto?

By the way, did you intensely study every ballot measure before you voted on it? Did you spend hours going through the positions of every city council member? Are you a scholar of the local school board race?

Give me a break.

Report Objectable Content

#1 Comm. Impact

#7 Prop 1A

#7 Prop 1A

#11

Posted by jt, a resident of another community, on Mar 28, 2009 at 1:44 am

#11

I knew exactly what they were going to do as far as running four tracks up the caltrain row and I don't even live down there. How can anyone suggest that people who live there and voted for 1a didnt know what they were voting on? I thought It was bunch of real smart folks down there.

Report Objectable Content

#11

Posted by DVHW, a resident of the Crescent Park neighborhood, on Mar 28, 2009 at 5:09 am

#11

We should look at this the other way and lobby for Palo Alto to be the peninsula stop for the train. Not only would it operate more slowly in Palo Alto, satisfying some of the NIMBYs, it would be a boost for our city and a convenience as well.

Report Objectable Content

#2 station in Palo Alto

Posted by PA_marcher, a member of the Palo Alto High School community, on Mar 28, 2009 at 8:19 am

#11

Rod Diridon and the CHSRA have misled the people of the Peninsula and here are the videos to prove it:

How Rod Diridon described the route the train would go in October 2008 (just weeks before the election)

Web Link

Rod saying hundreds of meetings held on the Peninsula - actual number held here before Jan 2009 - ZERO

Web Link

#7 misleading

#9

Here's a map showing where meetings were actually held and on what dates using data from CHSRA

website

Web Link

Wanna know how they'll pay for it - this is what Diridon says "Guaranteed funding"

Web Link

The reality on the funding, online at the High-Speed Rail Authority's website, is that the private sector wants public sector guarantees if they will participate

Report Objectionable Content

#9
#5 Cost/Funding
#11
#5 Private/public

Posted by An Observer, a resident of the Barron Park neighborhood, on Mar 28, 2009 at 11:15 am

This morning I went to the HSR site to try to find the google map where they list the route and the proposed structure. This is the map.

Web Link

This map is not available under "Route", "Library" or "Gallery". If you try to find a search box on the site, which is not easy, and type in google map and hit <search>, the site dies with a stack dump. Finally I used Google and Googled CA high speed rail google map, and found it. What a crock to claim information was readily available. What total, inexcusable, incoherent BS.

Report Objectionable Content

#10
Map
error.

Posted by Another pissed off bay arean, a resident of the Greenmeadow neighborhood, on Mar 28, 2009 at 11:38 am

Diridon is making presentations saying the only objections to this route from people on the peninsula are the people that live within 2 blocks of the train today, just more BS from the king of BS

One of our best HS will be ruined with this train

Report Objectionable Content

#7 Misleading!
poor
#9 outreach

Posted by Andrew Bogan, a resident of the Evergreen Park neighborhood, on Mar 28, 2009 at 11:47 am

Palo Alto Online wrote:

"Residents in the Southgate neighborhood, adjacent to the Caltrain corridor, have been particularly vehement in criticizing the phase 2 route alternative, which would require the rail authority to acquire their property"

#6
Eminent
Domain

through eminent domain in order to widen the rail right-of-way."

#6 eminent domain

The necessary additional width for the rail right of way through Southgate is about 10 feet in most places, so nobody is really talking about the need to "seize their properties". It's more like seizing their back hedge row--for which they will be fully compensated according to extensive legal precedent, if there is any eminent domain. The largest "seizure" would be in Peers Park, and that too would be pretty minimal and I am confident that the missing trees can be replanted. Peers is my favorite Palo Alto park and a small expansion of the rail right of way for 4 tracks would not impact the park much at all.

#6 eminent domain
#6 Acquiring ROW
#1 B10
#1 Open Space
#2 # of tracks

See: [Web Link](#)

PA Online also said:

"The statement appears to contradict earlier assertions by rail-authority officials that all design options including running the high-speed rail through an underground tunnel -- are still on the table."

#1 misleading
#2 tunnel

This is just plain inaccurate reporting. Nothing about 4 tracks (which will almost certainly be required by any significant capacity increase by Caltrain in the future with or without HSR) puts tunneling off the table. CHSRA has clearly agreed to study tunneling options for all four tracks alongside above ground alignments in the EIR/EIS scope. I personally support tunneling and have advocated for it at every level of government. However, tunnels are very expensive and have their own issues. If the best alignment in Palo Alto ends up being above ground, not underground, I would still support it. HSR is a critically important transforming infrastructure improvement for all of California.

#2 tunnel
#2 underground
of tracks
#8 support

It is unfortunate to have so many uniformed and inaccurate comments on Palo Alto Online, but it is far worse to have uninformed reporting fanning the flames of selfish NIMBY interests. Please get your facts straight prior to writing inflammatory articles.

#11

Report Objectionable Content

Posted by Andrew Bogan, a resident of the Evergreen Park neighborhood, on Mar 28, 2009 at 11:50 am

#11

Oops, that was supposed to read uninformed, not "uniformed" in the last paragraph.

#11

Report Objectionable Content

Posted by An Observer, a resident of the Barron Park neighborhood, on Mar 28, 2009 at 11:53 am

#11 #6 eminent domain

Andrew Bogan, come on really? So HSR seizes 10' of somebody's back yard, which means the trains are now 30'-40' away from their yard and this is supposed to be some kind of *win* for them? Is that where you'd want your kids to play?

#6 private property

#2 Buffer Zone.

Report Objectionable Content

Posted by Jared, a resident of Stanford, on Mar 28, 2009 at 12:15 pm

Why do people think the at-grade crossings are so wonderful now and good for Palo Alto and the community? Caltrain in it's current form murders ~8-10 people a year. While some are suicides, some are true accidents.

Web Link

Isn't that reason enough to grade separate? Do Palo Altans like having at grade-crossings so near their schools? Are they waiting for one of their children to jump the crossing gate, only to be smashed by an unseen express train coming the other way? This has already happened before! By not grade separating, we allow more careless accidents to happen.

Driving in Palo Alto and Mountain View along the Caltrain corridor is already a huge pain during rush hour because of the frequency of trains. How much more divided can the city be?

In the end, HSR and removal of at grade crossings improves local transit service, can reduce Caltrain induced traffic problems, AND improve safety for Palo Alto residents.

Report Objectionable Content

Posted by An Observer, a resident of the Barron Park neighborhood, on Mar 28, 2009 at 12:21 pm

Jared the problem with grade crossings is you wind up with the San Francisco freeway division problems. Here you go,,, look at the pictures in the first link.

Web Link

Web Link

These things just ruin communities which is why SF was so anxious to tear them all down. Now we are putting them up.

Report Objectionable Content

Posted by Andrew Bogan, a resident of the Evergreen Park neighborhood, on Mar 28, 2009 at 12:53 pm

@An Observer

"Andrew Bogan, come on really? So HSR seizes 10' of somebody's back yard, which means the trains are now 30'-40' away from their yard and this is supposed to be some kind of *win* for them? Is that where you'd want your kids to play?"

Nobody said that possibly losing 10 feet of your backyard is a "win". At the same time, the discount that has

houses further from the tracks in the same neighborhoods is precisely because a lot of people do not want their children playing close to trains, or they do not like the noise, or they don't like the dust, or they worry about the possibility of eminent domain affecting their property in the future, etc.

The tracks were there before Palo Alto became a city, so no current owner alongside them can claim to be surprised that there are trains in their backyard--in general they paid discounted prices for their houses precisely because of the proximity to the train tracks. The objection seems to be to any improvement of that train line that might impact the status quo. In fact, with or without HSR, Caltrain has extensive plans to electrify their tracks with overhead wires, and to remove as many dangerous at grade crossings as possible by 2025 so as to greatly increase train frequency on the route. Note that would mean most of the same problems as with HSR, but much less improvement to the train service.

I do not lack sympathy for someone who is disappointed or even shocked to learn that they *might* lose 10 feet of their yard, but it would be absurd to block a major state-wide project with many benefits to millions of future riders because a few suburban homes are somewhat negatively impacted. Nobody is talking about bulldozing neighborhoods here.

There are only about 100,000 people in Palo Alto, Menlo Park, and Atherton combined. That is less than 1/6 of the margin of victory that Prop 1A had in November. We should not expect a lot of sympathy from outside our towns, and it appears to me that we do not have it. We should be advocating for the best possible solution to get HSR through Palo Alto in the best way possible, but we need to be realistic about the costs. Trying to block the whole project just removes our voice from the planning process, which is a mistake with regard to our own interests.

I live near Southgate, a few blocks from the tracks. I agree that it is unfortunate that the right of way may not be wide enough in every part of every town to accommodate HSR, but I also understand cost/benefit analysis. Governments have to make decisions that do not benefit every single voter, that is precisely why they have eminent domain authority.

As for my children playing near the trains, we often go to Peers and Bowden Parks and my child loves watching the trains go by from the playgrounds.

Report Objectionable Content

Posted by Engineer, a resident of the South of Midtown neighborhood, on Mar 28, 2009 at 1:03 pm

"HSR is a critically important transforming infrastructure improvement for all of California."

Andrew Bogan,

Please explain your statement in rational terms.

HSR will not reduce CO2 emissions, compared to automobiles, unless it is powered by electricity produced by nuclear power plants. It will increase sprawl, allowing commuting workers living far out in the Central Valley to work in the Bay Area. It will almost certainly require huge public funds to support it, including its

traffic in those cities with stations.

What are the benefits, Andrew?

Report Objectionable Content

Posted by Jared, a resident of Mountain View, on Mar 28, 2009 at 1:29 pm

Thank you to 'An Observer' for posting that link. It makes for an interesting read and something to consider. I hope the HSRA studies those lessons very closely.

While I can understand there is some benefit to removing freeways from dense urban environments like San Francisco, I'm not sure the same argument works for Palo Alto and HSR. We're not planning on redeveloping the Caltrain corridor, so we'll never get the added benefit of increased transit oriented shopping and housing. Furthermore, has the grade crossing at San Antonio 'ruined' that neighborhood? In fact, during the last few years it seems like that neighborhood has become revitalized with new shopping and housing. Even the old HP site ACROSS Alma has plans for new condos. And what about the crossing in downtown PA? That seems to have worked out decently well.

I don't think we can make blanket statements like 'all freeways are bad and should be torn down'. Even in the San Francisco case, western San Franciscans were very much for the freeways. Of course, all freeways and public works aren't automatically good. I think it'd be more constructive for peninsula cities to work with the HSRA, instead of opposing it after we voted for it.

[disclaimer: I mistakenly put Stanford as my residence before. I'm a Stanford graduate student and spend the majority of my time there, but I am currently a Mountain View resident.]

Report Objectionable Content

Posted by Andrew Bogan, a resident of the Evergreen Park neighborhood, on Mar 28, 2009 at 2:10 pm

@Engineer

Thanks for your comments, here are some thoughts, hopefully in terms rational enough for your tastes.

"HSR will not reduce CO2 emissions, compared to automobiles, unless it is powered by electricity produced by nuclear power plants."

Well, I would actually support more nuclear power, but your statement is not correct with or without increasing nuclear power production. Japan's decision to build the shinkansen in the 1960s was in part due to their national focus on energy conservation since they have no domestic fossil fuel resources of any significance. I have yet to see a report suggesting that HSR uses more energy to move passengers than the relevant alternatives (automobiles and airplanes). In fact, since it is electrically powered there is no local pollution (unlike automobiles or airplanes), but you are of course correct that some portion (probably a lot) of the mix of electricity generating capacity will emit carbon dioxide in order to power HSR. But the idea

that it would be more carbon dioxide than expanding the current mix of automobile and air transport by a comparable passenger handling amount is simply not correct.

#1 Air Quality

"It will increase sprawl, allowing commuting workers living far out in the Central Valley to work in the Bay Area."

#11

HSR has generally decreased sprawl where it has been built in other countries by increasing densities around stations in lower population density cities (cities like Merced or Fresno). You are completely correct that HSR will make those communities commutable (at very high cost) to the Bay Area, but the claim that it drives sprawl is not supported by facts. If someone decided to commute to SF from Fresno regularly on HSR, they would likely choose to live very close to the Fresno HSR Station to minimize commute time, thereby decreasing sprawl in Fresno. If they drove from that distance (which few people do since it takes a long time) they would be best off living near a freeway on ramp—precisely the sprawl you dislike.

#2 Compare w/ foreign systems
#1 traffic
#1 Comm. impact

"It will almost certainly require huge public funds to support it, including its operations."

#5 cost

Public sector involvement is definitely required for an infrastructure project of this scale to be designed and built, but private companies operate HSR systems very profitably in many parts of the world. In Japan, JR Central and JR East are both private companies that operate parts of the shinkansen HSR network. The Taiwan HSR is only 2 years old, so it is hard to know how profitable its operations will be over time, but it was one of the largest private public partnership (PPP) developments in history with a private company involved in the classic build-operate-transfer PPP model. There is no certainty whatsoever to the long term need for public funding. It will depend on whether or not California can successfully copy foreign examples that have been successful. So far, it looks like they intend to do a PPP, possibly of the build-operate-transfer model, which bodes well for avoiding long term public subsidy.

#5 Private Public Partnership

"It is subject to major failures and downtime."

#11

HSR operating histories are among the best of any transportation infrastructure in the world in terms of on time operation and passenger safety. All infrastructure is subject to some downtime and failures, but HSR is the best of breed in this regard, if you bother to learn the facts prior to writing comments.

#11

"It will divide cities."

#1 Env Justice

Only if the tracks go through cities, which they already do here on the Peninsula and have done for more than 100 years. I do not believe that any significant portion of the HSR plan involves building new tracks that would divide cities. Most sections that are not intended to be along existing track right of way are not in heavily populated cities (like the Pacheco Pass or the route through the Tehachapis).

#1 Env Justice

"It will significantly increase traffic in those cities with stations."

#1 traffic

This is possible, but by no means certain. For every Palo Alto-bound person arriving at SFO today, the vast majority currently drive to Palo Alto by car, bus, shuttle, or limo (a few ride BART and connect to Caltrain, which is very slow). If HSR allowed even 10-20% of those SFO passengers to get to Palo Alto by rail instead, it would reduce traffic significantly. I am eager to see proper traffic studies, but the assumption that car traffic would be significantly increased by HSR is not obvious. Tokyo Station is one of the busiest HSR hubs in the world and yet it has no parking. I recognize Palo Alto is a completely different size and type of city (I have lived in both), but there is nothing about Palo Alto that suggests a HSR Station here would have to bring any significant changes to our traffic situation. It would almost certainly increase flow on 101 for

#1 traffic
#2 Station location

example, by taking some drivers from SF to San Jose off the freeways. The grade separations of crossings would also improve traffic flow (as the Oregon Expressway underpass did years ago).

Report Objectionable Content

Posted by PointOfView, a resident of the Midtown neighborhood, on Mar 28, 2009 at 3:22 pm

"Andrew Bogan" -

Your other points may or may not be valid; I don't know as much about them.

But Japan and Taiwan are very different scenarios for HSR because they already have successful mass transit infrastructure that HSR extends and leverages.

To comment about HSR finances, using Taiwan and Japan as examples to show that an HSR in California will be profitable, despite clear math showing the contrary, is misleading.

California does not have a surplus; it doesn't have the money for this project. It doesn't have successful mass transit to leverage, and it doesn't have the ability to create such transit.

Report Objectionable Content

Posted by Engineer, a resident of the South of Midtown neighborhood, on Mar 28, 2009 at 4:06 pm

Andrew Bogan,

Thank you for your remarks. However, on every single point I believe you are wrong.

I have posted, several times on this forum, references which show that electric trains are NOT more energy efficient than automobiles, despite the inherent efficiencies of electric motors and rails. One needs to look at all the energy losses along the line, from power generation to transmission losses, to Ohmic losses within the electric motor/power train, to weight/passenger seat, to heating of passenger compartments, to wind drag, to overcoming grade inclines, etc. One must also consider that automobiles are heading towards electrical power, and at that point automobiles will be more energy efficient compared to trains. Unless electrical power comes from nuclear power plants (e.g. France and Japan), HSR does not pencil, if one is considering a reduced CO2 footprint. If you can, somehow, overcome the laws of physics and pencil it for us, please let us know.

Sprawl will definitely increase around those hub stations in the Central Valley. It is a simple equation that people will make: It currently takes me two hours to commute into the Bay Area from Manteca...hmmm, I could live in Fresno, in the outer suburbs, drive 20 minutes to the hub, and still get to work in two hours. However one wants to think about it, sprawl will occur around the hubs.

All public transit trains are subsidized in this country. Ridership is completely unproven in this country.

Japan and Taiwan are much smaller and denser countries. One should not compare apples and oranges.

#1 traffic
#2 grade separation crossing

#2 compared to foreign system

#5 cost

#1 energy

#1 Greenhouse gas emissions

#1 land use sprawl

#6 ridership

#6 subsidies

take it as a given that the public subsidy for HSR will be huge in the USA. It is up to the proponents of HSR to disprove this assertion.

#1 Cost
Subsidy

HSR has a very short life history. It has yet to face a major disruption (major earthquakes, floods taking out bridges, terrorism, accidents, etc.). When the HSR is taken out for a period of time, there is no redundancy, unlike automobiles and roads and airplanes.

#1 Geo
#1 Hydro
#1 Safety

HSR will divide the cities that it travels through. This is what so many Palo Alto people are complaining about now.

#1 Justice

A hub station in Palo Alto would absolutely increase local traffic, be it taxi cabs or private cars. People need to get to and from the hub, and they will not be walking there.

#1 Traffic

Report Objectionable Content

Posted by Jay Tulock, a resident of another community, on Mar 28, 2009 at 4:18 pm

#11

"Contradictory Statements". From the Rail Authority? Pray tell! How could this happen? Well, Palo Alto is finally seeing the light that Rod Diridon is a sinister, egocentric, lying, San Jose-centric, alien being. Once you know that, it all makes sense, does it not?

#7 Misleading

Here is the bottom line, taken from an AP article by D. Hastings, that spells out the doomed fate of the California project. Moshed, Kopp and Diridon never wanted the bond to pass, for their incompetence and corruption are surfacing as the project goes into high gear. From the article:

"... plans to put a screaming bullet train through American towns with concentrated populations will always face hard challenges.

Which is part of the reason previous efforts failed in Florida, Texas and Southern California.

In 2000, development of a Florida high-speed rail service was approved by voters. Four years later, concerns about community impact and construction costs estimated at \$20 billion to \$25 billion drove voters to repeal it, ending plans for a Tampa-St. Petersburg-Orlando system, as well as a proposed second link from Orlando to Miami.

#11

Still, the state has high-speed rail enthusiasts who want to tap Obama's \$8 billion to resurrect the transit idea, including proposed routes that could include a link between Walt Disney World and Orlando International Airport.

In the 1990s, Texas awarded a 50-year high-speed rail franchise to an international consortium that claimed it could connect the Texas Triangle Dallas, Houston and San Antonio with a \$5.6 billion rail system financed entirely with private funds.

Four years later, Texas canceled the project after cost estimates rose to \$6.8 billion and the consortium failed to meet state deadlines. Bullet train plans have languished since then, though a grass-roots organization was formed in 2002 to bring fast rail service to Texas. Some die-hard supporters have gotten a sense of the

stimulus money would reawaken high-speed rail desires. But many farmers and landowners along proposed routes fear losing their property to eminent domain.

California has one of the country's most tortured relationships with bullet trains.

In 1982, a hastily written \$2 billion bullet train bill sailed through the closing days of the legislative session and was signed by then-Gov. Jerry Brown, a longtime cheerleader for fast rail. The measure specifically exempted the project from the state's strict environmental review process and allowed California to underwrite tax-exempt revenue bonds to help fund the 125-mile route between San Diego and Los Angeles that bragged of nonstop, 59-minute train service.

The system was never built. Led by a private company that included two former Amtrak officials, the project was ultimately abandoned for several reasons, including a barrage of protests from residents near proposed stations and public outcry over exempting it from environmental review."

The question is, will California revoke Prop. 1A NOW, or in several years? Will we line Moshed, Kopp and Diridon and their squishy friend's pockets for several years with several hundred million taxpayer dollars, or will we pull the plug now? It is up to YOU, Palo Alto, to stop mucking around in local politics and invest that same time into what will work -- putting the stake through the vampire's heart -- get an initiative on the ballot to repeal Prop. 1A !!!!!!!!!!!!!!!

Jay Tulock, Vacaville

Report Objectionable Content

Posted by Andrew Bogan, a resident of the Evergreen Park neighborhood, on Mar 28, 2009 at 5:37 pm

@Engineer

"If you can, somehow, overcome the laws of physics and pencil it for us, please let us know."

I am reasonably well versed in the laws of physics, my PhD is in biophysics.

You wrote, "electric trains are NOT more energy efficient than automobiles".

As you know, this is debatable and depends a lot on the assumptions and on what you mean by "efficient". While you have your pencil out, explain to me how HSR is less energy efficient than air transport, since we all know that is the relevant alternative for tens of millions of trips per year between the Bay Area and LA. There is a reason that CHSRA calls the HSR "Fly California" and not "Drive California". The sharpness of your pencil will not help if you insist on making the wrong comparisons. Furthermore there are many relevant pollutants besides carbon dioxide, and where those get produced does matter a lot for air quality. Are you really arguing that building another major freeway system the size of Interstate 5 or US 101 is a better idea to handle California's growing future transit needs than HSR? I'd love to see the NIMBY reaction to that project.

"Speed will definitely increase around those hub stations in the Central Valley. It is a simple equation that

people will make: It currently takes me two hours to commute into the Bay Area from Manteca...hmmm, I could live in Fresno, in the outer suburbs, drive 20 minutes to the hub, and still get to work in two hours. However one wants to think about it, sprawl will occur around the hubs."

#1
word use

Sorry, but your own example does not work. In the above example one person is removed from Manteca and one is added to the Fresno suburbs. Where is the sprawl? Population growth is the problem for sprawl, HSR helps to control sprawl and accommodate travel needs for a growing population. Every HSR station will be essentially required to have transit oriented development constructed around it. This is the definition of reducing sprawl in planning and urban development: clustering people into denser (i.e less sprawling) communities around transit hubs. The data on this is pretty clear from both European and Asian HSR networks, please go read the studies.

#1
can use
#1
Pop +
flowing

"All public transit trains are subsidized in this country."

False. The Acela train in the Northeast has been profitable in several operating years. Note that of Amtrak's subsidy laden mess, the most profitable line is the highest speed one. Coincidence?

#5
findings
profitability

"It is up to the proponents of HSR to disprove this assertion."

#1

Already did.

"HSR has a very short life history."

If you call since the 1960s when the first shinkansen opened from Tokyo to Osaka a short life history, then I'm not sure what modern transportation mode has a long life history. Hybrid cars have a lot shorter life history than that by far, but the one my wife drives seems to work well, it too was made in Japan.

"It has yet to face a major disruption (major earthquakes, floods taking out bridges, terrorism, accidents, etc.)."

#1
Geo, Hydro
safety

You do not have to agree with me, but spreading blatantly false information is pretty unusual for someone calling himself "Engineer". The seismic environments in Japan and Taiwan are as active as in California, or more so. A major earthquake derailed a Joetsu Shinkansen train in Niigata Prefecture on 23 October 2004. Not one passenger was killed, nor has one ever been killed in an accident in Japan's decades-long HSR history. Compare that to car passenger deaths on 101 or 280, or in Oakland during the Loma Prieta quake. One reference on earthquake safety for Japanese HSR train sets is at:

#1
safety
Geo.

Web Link

"HSR will divide the cities that it travels through."

#1
env justice

Yes, just like Caltrain already does, except traffic flow will be improved by removing all of the at grade crossings, which are a major rush-hour nuisance all along the Peninsula, except where grade separated crossings were built long ago, like at the Oregon Expressway and San Antonio.

#2
Grade
crossing
separated

"A hub station in Palo Alto would absolutely increase local traffic, be it taxi cabs or private cars. People need to get to and from the hub, and they will not be walking there."

#1
traffic

It seems probable to me that a Palo Alto HSR station *would* increase traffic, but it is not certain that it

would, since many factors are involved. Let's wait for a proper traffic study before claiming to know the answer to this open question. One current plan would put a parking structure for HSR (and thus Caltrain, too, on El Camino Real, which has much more traffic capacity than Alma. Even if a HSR Station did lead to more cars in and out of the Station, traffic flows could still be improved by the grade separations of crossings and moving traffic off Alma and out of Downtown Palo Alto onto El camino Real. Nobody really cares much about the number of cars driving on a road, they care about waiting in traffic.

#1 traffic.
Greenhouse gases
#1 traffic

Also, the reduction of regional traffic through Palo Alto on 101 and 280 is much more important in many ways (like your favorite carbon dioxide emissions) than the possibility of some additional local trips. If the Station design is done correctly, a lot of passengers on HSR will arrive at Palo Alto on Caltrain and transfer to the express HSR. Remember, Palo Alto already has the second highest ridership of any station on Caltrain (after SF), which is precisely why it is a candidate location for the mid-Peninsula HSR station.

Report Objectable Content

Posted by Andrew Bogan, a resident of the Evergreen Park neighborhood, on Mar 28, 2009 at 5:45 pm

#11

@Jay Tulock

For someone who claims expertise in railway engineering and consulting, simply recapping a recent article from the AP is not very impressive. Thanks for the summary, but I already read the article in the San Jose Mercury News yesterday. I noticed you left out the quotes in the article from President Obama and Secretary LaHood on the importance of HSR for our country, and it being America's #1 transportation priority under the Obama administration.

#11

Also, your vitriol and personal attacks against Rod Diridon, who has dedicated his career in politics to expanding public transit in the Bay Area, does not add to your credibility. Nobody has to like Mr. Diridon, but a "sinister" "alien being"? At least you use your real name to sign your comments, I appreciate that.

#11

Report Objectable Content

Posted by Walter_E_Wallis, a resident of the Midtown neighborhood, on Mar 28, 2009 at 5:54 pm
Walter_E_Wallis is a member (registered user) of Palo Alto Online

#11

The Frisco Freeway Revolt was about as brilliant as would have been a flush toilet revolt. Frisco is the only major city to my knowledge where through traffic is dropped onto city streets to add their stop and go smog to the aura. Add their barbarous and unconstitutional tow away racket and you wonder if terminating HSR in Palo Alto or San Jose and letting Frisco wither away might serve us all better.

#1
#2 Terminate in SJ

Report Objectable Content

Posted by Andrew Bogan, a resident of the Evergreen Park neighborhood, on Mar 28, 2009 at 6:26 pm

@Point of View

"But Japan and Taiwan are very different scenarios for HSR because they already have successful mass transit infrastructure that HSR extends and leverages."

11

Your point is well taken and we should all also be advocating for improved transit networks at the major terminal stations. 1/10 of the California Prop 1A bonds are already dedicated to improving "feeder transit" and cannot be used directly by HSR.

#3 Connectivity

This is an important point about mass transit infrastructure, but let us not forget that the San Francisco Transbay terminus that is planned for HSR at Mission and First will connect to Caltrain, BART, SF MUNI light rail, SF MUNI buses, AC Transit, and Greyhound at the very least. It is also a pleasant walk to the SF Ferry Building from there. Not exactly a "no transit" scenario. I agree that Tokyo is higher density and has a better subway than SF, but many other shinkansen stations in Japan (like Kyoto and many smaller cities) have considerably less transit connectivity than is planned for SF and LA. Also, the subway system in Taipei is not all that extensive: technically six "lines", but basically it is just a cross with two north-south and one east-west. I have ridden it several times. It is not much different from the LA Subway, light rail, and commuter line networks actually.

3

2 Compare w/ foreign systems

2

LA: [Web Link](#)

Taipei: [Web Link](#)

"To comment about HSR finances, using Taiwan and Japan as examples to show that an HSR in California will be profitable, despite clear math showing the contrary, is misleading."

2 Foreign system

Not sure which "clear math" you were referring to, but if they do the project with a design-build-transfer PPP structure, it has a pretty good chance of operating profitably. Japan and Taiwan are not the only examples of successful HSR operators. French National Railways (SNCF), a public sector government-owned company, operates their HSR (the TGV) profitably as well. The 'California is not Japan or Taiwan' argument does not really hold up, since HSR is working well and being operated profitably nearly everywhere it has been built (Japan, Korea, China, Taiwan, France, Germany, Spain, etc). Obviously California is not Taiwan. Nor is Spain very similar to Japan, but HSR is working beautifully in both countries.

"California does not have a surplus; it doesn't have the money for this project. It doesn't have successful mass transit to leverage, and it doesn't have the ability to create such transit."

5 cost

I just don't subscribe to the "No we can't" philosophy that has become popular lately in America. Japan has one of the highest debt to GDP ratios of any developed nation. No surplus there, but they still operate HSR trains profitably with private companies on government owned tracks and it is a great way to travel. California already approved issuing \$10 billion in bonds for HSR and last week, the State showed that demand for California bonds has finally returned to the muni bond markets, despite our state's lousy credit rating. Lots of the funding for this will be federal and if the PPP plans go forward, a lot will also be from private investors. Even the Chunnel/Eurostar debacle (and no we are not tunneling under any channels here) has been successfully restructured and attracted private investors with great success in recent years (including Goldman Sachs's infrastructure fund, I believe).

2 Foreign system
6 Funding

As for successful mass transit, I agree that SF MUNI and BART are not as good as the Tokyo Metro or the Seoul Subway (I have lived and worked in all three cities), but it's better than most American city transit

networks and as good as some in mid-sized cities in Asia (Kyoto just built a subway a few years ago). As for California's population density, it is similar in the urban centers that HSR will serve with stations to the European and Asian comparisons that I have made. HSR does not require Seoul or Tokyo sized urban centers to work well. Look at Lyon, Barcelona, or Brussels if you do not like Asian comparisons.

#2
Foreign
System

Imagine if someone in Korea or Japan a few decades back had said, we don't want airports and freeways, they only work in America. Proven infrastructure tends to work well in a variety of countries and cultures, HSR is no different.

Report Objectionable Content

Posted by Jay Tulock, a resident of another community, on Mar 28, 2009 at 6:41 pm

#11

Mr. Bogani that is your real name right back at you and I don't care if it is not,

You are a Diridon supporter. That says it all.

That AP article was one of the few articles of late that got the nature of HSR in America correct. I didn't quote it for you, I quoted it for those who did not see it. I agree with the general comments of our leaders about HSR, as such. 'You notice I left out' is a cheap tactic, you could say that about anything anyone left out. Your long ramblings are boring and about the only ones I do not read, not because of the opinion, but one could say what you are saying in one quarter the words. Yawn. You defend Diridon for what, championing poorly designed and overly expensive transit projects. That says it all.

#11

Jay Tulock, Vacaville

Report Objectionable Content

Posted by Andrew Bogan, a resident of the Evergreen Park neighborhood, on Mar 28, 2009 at 6:52 pm

#11

@ PA_marcher

Many thanks for posting the various links to YouTube clips of Rod Diridon's comments at City Hall and also thanks to whomever edited and posted them to YouTube, the efforts are much appreciated. You also said:

#11

"The reality on the funding, online at the High-Speed Rail Authority's website, is that the private sector wants public sector guarantees if they will participate."

#5
cost

I am unaware of a single infrastructure PPP anywhere in the world that does not have specific public sector guarantees to the private investors. They also invariably have many private sector guarantees to the government authorities involved. That is why it is called a "partnership", both parties have explicit rights and obligations under the agreement and both parties share some of the risks and rewards involved in designing, building, operating, maintaining, and eventually transferring the assets back to the public sector.

#5
cost
Public
Private

Report Objectionable Content

Posted by Another pissed off bay arean, a resident of the Greenmeadow neighborhood, on Mar 28, 2009 at 7:03 pm

#11

Wow Walter_E Wallis, can you be any more provincial? Is it even possible? Well no, in fact I don't think it is. You have really just made an incredible fool of yourself. San Francisco has experienced the most significant economic renaissance of any city in the nation in the past 20 years- I guess the fact that they blocked freeways into their city didn't manage to destroy their economic growth. Although it did probably stop ignorants like you from visiting there.

#11

Report Objectionable Content

Posted by Andrew Bogan, a resident of the Evergreen Park neighborhood, on Mar 28, 2009 at 7:12 pm

#11

@Jay Tulock

"You are a Diridon supporter. That says it all."

Nope. I am a High Speed Rail supporter, because I have lived near HSR stations in two countries. After traveling on HSR trains extensively in both countries and subsequently in some others, I realized that HSR is a fantastic way to travel and I hope to someday travel on HSR in California and elsewhere in America.

#8

I am no more a "Diridon supporter" than a "Tulock supporter". I just do not think calling people "sinister alien beings" is appropriate and I call neither you nor Mr. Diridon anything of the sort.

#11

Report Objectionable Content

Posted by Clem, a resident of another community, on Mar 28, 2009 at 8:38 pm

#11

My reaction to this article is that very few people seem to understand the meaning of the phrase "grade separation". A grade-separated right of way simply means that roads and tracks do not meet at grade; they are vertically separated in some fashion. A rail tunnel is a form of grade separation, among others.

#2
grade
separation

Grade separation concerns the vertical dimension, whereas number of tracks concerns the horizontal dimension. They have nothing to do with each other, and talking about four tracks does not imply that the tunnel idea is being dropped.

#2
grade
separation
#2 tunnel

(however unaffordable that idea will be... see my letter to the editor in Friday's daily news.)

@Engineer

> I have posted, several times on this forum, references which show that electric trains are NOT more energy efficient than automobiles

#1
every

These "references" that even name the specific rail in terms of 1950s copyright US copyright law

Hardly a contemporary basis of comparison. Did you have some other reference that I might have missed?

A 11

- Clem (in another community known as San Carlos)

Report Objectionable Content

Posted by Walter{E_Wallis, a resident of the Midtown neighborhood, on Mar 28, 2009 at 8:42 pm

11

Frisco, like Disneyland, survives as a tourist attraction. They blew containers away to Oakland, ran off the military and navy that made them, and nickle dimed productive enterprises. Just as the phone company discovered a Frisco location was not worth the hassle, even Gianini's bank moved to Atlanta

A 11

Report Objectionable Content

Posted by I Smell an HSR Funded Rat, a resident of Menlo Park, on Mar 28, 2009 at 10:18 pm

Andrew Bogan,

Above, you made the following comment to Jay Tullock:

<I am no more a "Diridon supporter" than a "Tullock supporter". I just do not think calling people "sinister alien beings" is appropriate and I call neither you nor Mr. Diridon anything of the sort.>

11

Prior that comment, but in this same thread, you refer to those of us who are against HSR as suffering from "selfish NIMBY interests".

Appropriate???

Report Objectionable Content

Posted by Andrew Bogan, a resident of the Evergreen Park neighborhood, on Mar 28, 2009 at 10:40 pm

11

Actually, as you know, "NIMBY" means "not in my back yard", which is just about the definition of selfish. I, too, have some selfish interests, like my desire for the mid-Peninsula HSR station to be located in my home town of Palo Alto, instead of up the road in Redwood City. As it turns out, my selfish interest fits well with overall Caltrain ridership numbers of lots of other people, since Palo Alto is the #2 station for ridership on Caltrain after SF.

#6 Private Property
#6 Ridership

There are some people who oppose HSR for reasons other than selfish NIMBY interests. I personally have more respect for those views (like concerns about cost overruns or unchecked union control of the final project, like seems to have happened with BART) than for people who care solely about the impact to their personal property and have no concern for the effect on the entire state of blocking a major infrastructure project. From my own experience attending community and City Council meetings relating to HSR, many of the most outspoken opponents literally have the Caltrain tracks in their back yards. That is the irony!

11

definition of NIMBYism, nothing inappropriate about it.

To be clear, I also have some respect for selfish NIMBY interests, since they tend to be sincere and deeply held. It is only sensible to care about your own property. I just do not believe that a few suburban homeowners should be able to veto entire state-wide infrastructure projects because they might lose a hedge-row to eminent domain.

#6 Private Property

Report Objectionable Content

Posted by Connie, a resident of the Ventura neighborhood, on Mar 28, 2009 at 11:11 pm

#11

It's the hedge row and the quality of life. The trains right now are bad enough (every visitor to the house asks us how we can stand it). It'll be 10x or more worse with any HSR plan except for a tunnel.

#1 Comm. Impact

#2 Tunnel

So fine, pay me \$2M so I can move to another house in the same school district, and you can have your HSR right through my current living room if you want.

#6 Compensation

Let's talk compensation levels.

Report Objectionable Content

Posted by Richard Staehnke, a resident of the Fairmeadow neighborhood, on Mar 28, 2009 at 11:18 pm

#11

Mr. Bogan you said imagine if someone in Korea or Japan a few decades back had said we don't want freeways or airports, they only work in America. God if only someone had said that here! Actually many did. Alas as usual the enlightened never listen. Throw in public transportation, expressways, high density housing, and a never ending effort to build on every blade of grass in town and I would call this person prescient.

All that most residents want is a quiet, safe, little piece of property in this beautiful city of Palo Alto and HSR is just another boondoggle that will serve very, very few who actually live here.

#9

Hey why don't we route it through Palo Alto Hills, Los Altos Hills, Saratoga, Los Gatos and any other beautiful area we can think of. Now they probably would object we better just leave it down here in the slums where it belongs.

Report Objectionable Content

Posted by Spokker, a resident of another community, on Mar 29, 2009 at 12:30 am

#11

HOP ABOARD THE BOONDOGGLE EXPRESS

#9

High speed rail will ruin our great villages. It will be an artists conception of how HSR will impact our

communities. Is this what you want your kids playing next to?

[Web Link](#)

Not on my watch...

Report Objectable Content

#1 Community impact
#9

Posted by Spokker, a resident of another community, on Mar 29, 2009 at 12:31 am

"The trains right now are bad enough (every visitor to the house asks us how we can stand it)"

I thought Caltrain was a good neighbor and trains only travel 40MPH and do not divide cities at all...

Hm?

Report Objectable Content

#9

Posted by Walter_E_Wallis, a resident of the Midtown neighborhood, on Mar 29, 2009 at 2:32 am
Walter_E_Wallis is a member (registered user) of Palo Alto Online

Connie, you have it right. The tracks are there, taking is constitutional, so the question is adequate compensation. I would suggest it would be enough to purchase equivalent housing in the same neighborhood.

Report Objectable Content

#11

#6 Compensation

Posted by bikes2work, a resident of Another Palo Alto neighborhood, on Mar 29, 2009 at 9:27 am

Connie has the right idea.

If the HSR Authority is wise they will start to buy up the properties along the tracks now. There are at least 2 houses along the tracks in Southgate for sale right now. With \$10 billion to spend, they should just start buying those houses right now.

I think the benefits of eliminating the at-grade crossings will be a huge benefit to Palo Alto, Menlo Park, Mountain View and every other Peninsula City that suffers from Caltrain. It is unfortunate for the backyards of Park Blvd and Southgate, but the benefits to the whole community (i.e. removal of grade crossings & electrification of Caltrain) are well worth it.

Report Objectable Content

#1

#6 Compensation

#2 at grade crossings
#4 electrification
over
the
age

Posted by HBR, a resident of the Duveneck/St. Francis neighborhood, on Mar 29, 2009 at 9:53 am

#11

There is an important discussion right now on the California High Speed Rail Blog concerning the impact of the letter submitted to the HSRA by Union Pacific for scoping comments for the Joint EIR/EIS. A link to the letter is found in the first paragraph.

#3 coordination w/ UPR

Here is the link to the blog:

Web Link

Comments may be linked to at the end of the blog discussion. Here is the link:

Web Link

Report Objectable Content

Posted by PA_Marcher, a member of the Palo Alto High School community, on Mar 29, 2009 at 10:15 am

#11

@Andrew Bogdan

Thanks Andrew. I know you are an avid rail supporter. I have read many of your comments on other blogs. I agree that this will be a partnership. However, CAHSRA has gone out of its way to say that this will be a profitable business. I'm sure you know that this is just not likely. Mass transit is always subsidized - so to go around saying that this will provide billions in profits is just false and misleading.

#5 Profitability
Subsidies

Investment in infrastructure is always expensive but important. I agree that the US is sadly behind other countries in terms of rail. But, let's face it - these are our tax dollars at work. I want the project done right - with oversight, transparency and people taking responsibility for the decisions they make. There is no easy answer - I get that. But I won't stand for people misleading others to get what they want. It only builds mistrust and if we want this to be successful - it has to stop now.

#5 Cost
#7 Transparency

Report Objectable Content

Posted by Andrew Bogan, a resident of the Evergreen Park neighborhood, on Mar 29, 2009 at 10:38 am

#11

@PA_Marcher

I don't know that it is "just not likely" that HSR could be a profitable business. I have given many examples where HSR is a profitable business, at least on an operating basis, in Asia and Europe. If a PPP is structured well, the HSR operating company would have a good chance of operating profitably, though that is definitely not a certainty. However, there is little question that if Amtrak were spun out of Amtrak into a stand alone private business that it could be operated even more profitably than it already is. That suggests that profitable HSR in America is clearly possible. Mass transit subsidy is about politics and organized labor, it is not about whether mass transit has to be subsidized. It is not subsidized in many places where private operators run it.

#2 compare w/ foreign systems
#5 profitability

metro systems, like Hong Kong (MTR) and Singapore (MRT).

By the way, I agree completely that some statements out of CHSRA have been inconsistent or misleading to some people, and that is clearly unhelpful. I also have pretty low expectations for the honesty and transparency of any government body, so sadly I am not surprised.

#7
my body

Report Objectionable Content

Posted by Richard Staehnke, a resident of the Fairmeadow neighborhood, on Mar 29, 2009 at 10:43 am

Yes, yes we should always sneak around and buy up individual properties and their rights. This lesson was perfected in Southern California with their water wars and worked like a dream (nightmare). If it hadn't been for this wonderful for the greater good strategy we wouldn't have 30 million southerners guzzling our precious waters, drying up rivers then spewing agricultural chemical waste back at us as a reward. Lest not forget the dazzling record railroads have had in the past concerning human and property rights. They always have our best interest in mind. Right?

#6
property rights

Report Objectionable Content

Posted by Anna, a resident of the Downtown North neighborhood, on Mar 29, 2009 at 11:14 am

The idea that HSR represents a profit opportunity is fantasy. There is a reason that CaHSRA is a state agency using state issued bonds: private investors don't think it will be profitable.

There is currently much doubt that the partial private funding envisioned in the HSR proposal will be there.

HSR will be an expensive drain on California's budget for years to come (unless we're fortunate enough to find a way to stop it legally.)

#11
#5 profitable
#5 private/public funding
#5
#9

Report Objectionable Content

Posted by Andrew Bogan, a resident of the Evergreen Park neighborhood, on Mar 29, 2009 at 12:07 pm

@Anna

"The idea that HSR represents a profit opportunity is fantasy."

It is hard to convince me that a model that has proven effective in other countries a "fantasy".

"There is a reason that CaHSRA is a state agency using state issued bonds: private investors don't think it will be profitable."

First of all, state issued bonds are, in fact, sold to investors, most of them private investors. There is no way a

#5 profitable
#8
#5 profitable
#5 Funding

build a massive infrastructure project that will clearly require myriad state and federal government approvals throughout its design. That is precisely why large infrastructure projects are either public sector alone or private public partnerships in essentially every country on Earth.

#5 private public

Secondly, I have heard a range of opinions among various private equity infrastructure investors as to whether or not HSR in California will be profitable. Many think that it will be, at least on an operating basis, if the PPP is structured correctly and construction is not indefinitely delayed by opposition groups. Some foreign public sector companies have also expressed interest recently in operating California HSR (like France's SNCF did at a conference this month: [Web Link](#)).

#5 Private Public
#5 Profitability

Report Objectionable Content

Posted by Spokker, a resident of another community, on Mar 29, 2009 at 12:28 pm

"The idea that HSR represents a profit opportunity is fantasy. There is a reason that CaHSRA is a state agency using state issued bonds: private investors don't think it will be profitable."

#5 profitable.
#11

That's why when it was time to build an Interstate Highway System Eisenhower rightfully left the job to private investors who were ready to invest in such a profitable venture.

Report Objectionable Content

Posted by Spokker, a resident of another community, on Mar 29, 2009 at 12:43 pm

First of all, all modes of transport are subsidized. The Texas Department of Transportation has said, "Some roads pay for about half their true cost, but most roads we have analyzed pay for considerably less." [Web Link](#)

#5 Subsidy

Here are some examples around the world of mass transit systems that exceed or almost meet their operational costs with fares.

Hong Kong MTR 149%

Osaka (Hankyu Railway) 123%

Osaka (OMTB) 137%

Taipei Rapid Transit System 119%

Teito RTA (now Tokyo Metro) 170%

London Underground 84%

Toronto, Canada (GO Transit) 89.4%

#5 Fares
#5 operation costs

Here are some transit systems that meet or exceed half their operational costs with fares, that is to say, they meet the highest standards set in Texas.

New Jersey Transit 56%

Philadelphia (SEPTA) 58.6%

Las Vegas Monorail 56.0% (lol, not to say that I am or was a supporter of this project)

Washington, DC (WMATA) 61.6%

Montreal (STM) 57.1%

Locally, BART's farebox recovery ratio is about 45% and Caltrain's is 41%. I know that Metrolink's (SoCal commuter rail) ratio hovers around 50% and the Pacific Surfliner (intercity rail between SD-LA-SLO) is around 70-75%.

We're all being subsidized, no matter how we get around, so I'm not sure what the point of throwing that tired old argument is.

Report Objectionable Content

#5 operational costs

#5 Taxes

#5 Subsidy

Posted by Anna, a resident of the Downtown North neighborhood, on Mar 29, 2009 at 1:13 pm

#11

You all are talking about operating costs. In a capital intensive venture like rail, capital costs are a huge percentage of the overall costs. Including these costs - even under the doubtful assumptions about operating costs and margins used by HSR supporters - HSR will not be profitable to the taxpayers.

#5 Construction costs
#5 Profitable

The fact the Interstate Highway system was subsidized by the government - a mistake in my opinion - certainly does not justify subsidization of another union boondoggle. (Interestingly enough, there have been recent privately funded toll roads constructed in other states that have resulted in highway construction without costs to taxpayers. The reason that HSR doesn't use this model is because the economics don't work for HSR when you include capital costs. For some highways, they do.)

#5 Subsidies
#5 Construction costs

Report Objectionable Content

Posted by Spokker, a resident of another community, on Mar 29, 2009 at 1:26 pm

#1

"In a capital intensive venture like rail, capital costs are a huge percentage of the overall costs. Including these costs - even under the doubtful assumptions about operating costs and margins used by HSR supporters - HSR will not be profitable to the taxpayers."

#5 Profitable
#5 Construction costs

Just.

Like.

Roads.

"The fact the Interstate Highway system was subsidized by the government - a mistake in my opinion - certainly does not justify subsidization of another union boondoggle."

I'm not sure why you feel that way. Having a national interstate highway system has been a huge boon for this country, just like high speed rail will be.

"(Interestingly enough, there have been recent privately funded toll roads constructed in other states that have resulted in highway construction without costs to taxpayers."

Which ones? The reason I ask is because the examples I know of went kaput. In fact, one toll road I know of had a clause in its contract that said the local transportation agency could not upgrade or widen the non-toll portions of the freeway, in order to make the toll roads more competitive. The private company still sold it back to a government agency because they didn't want it.

Report Objectionable Content

Posted by Spokker, a resident of another community, on Mar 29, 2009 at 1:30 pm

The 91 Express Lanes between Orange County and Riverside County: [Web Link](#)

"The express lanes have been controversial because of a "non-compete" agreement that the state made with CPTC. The clause, which was negotiated by Caltrans and never was brought to the legislature, prevent any improvements along 30 miles (48 km) of the Riverside Freeway to ensure profit for the express lanes. This includes restricting the state from widening the free lanes or building mass transit near the freeway. CPTC filed a lawsuit against Caltrans over freeway widening related to the

[Message clipped]

#5
Subsidy
#5
Public
fund

#11

#1
for
free

Kris Livingston

From: Susan Hong [susankhong@gmail.com]
Sent: Friday, April 03, 2009 10:15 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Even in China, they know not to run a High Speed Rail through residential communities. I do not support the proposed route to run the rails through the West Bay. This will be terrible as it passes right by where people live, where children go to school and where people cross all the time to grocery shop. I hate this rail plan. I wish I never voted for it. It was never publicized that it would go through our communities. Had I known, I would never have voted for this.

9
OPPOSITION
1
PROP 'A
#2 compare w/
foreign system

Neighborhoods In China Protest High Speed Rail

Around Town, posted by Resident, a resident of the Old Palo Alto neighborhood, on Mar 23, 2009 at 7:01 am

In a country where protests were once outlawed, Chinese citizens have organized protests and neighborhood groups, and they have sent thousands of emails to government officials to oppose building a high speed rail line through their communities.

Citizens are concerned about excessive noise, radiation, and other impacts. They have noted cracks and tilting in existing buildings. They have say there is a different feeling in the ground, especially after EXCAVATION OF UNDERGROUND PARKING STRUCTURES. They have urged the government to consider re-routing the rail to prevent collateral damage.

High speed rail service currently exists between Shanghai and Pudong airport (approximately 19 miles) but the government wants to extend service to run an additional 108 miles to connect Shanghai to Hangzhou. Both projects are using German engineering technology.

Residents are upset since the trains are would be running approximately 72 feet from their properties, when the recommended buffer zone in Germany is 984 feet.

||
(Article about
Chinese HSR)

From The Shanghaiist March 7, 2008, in an upscale area of Shanghai:

◆gThe residents of the small lane complain that the unabated construction that has left them bemmed in by towering office and commercial buildings has adversely affected the physical structure of their homes: the ground has become uneven, high in some places and low in others, the buildings are tilting, walls are cracking, roofs are leaking, and their plumbing is sometimes erratic. It would take a civil engineer to sort through some of this, but it does seem plausible that some of the weird leanings and unevenness of the buildings both inside and out has something to do with how the ground has been changed by the construction (digging of basement parking structures, especially) ◆DThe denial of sunlight and the general feeling of being "surrounded" required no expertise to verify.

"The residents (who) have made their concerns heard have been offered forms of compensation--in the form of repairs--by various developers, but claim that none of the repairs has had any lasting effect. 'These homes are seventy years old, doing small some repairs is just putting a band-aid on the problem,' one resident said to us.

Another said that 'generations of my family have grown up here, and we still want to live here, but how can we?' The general feeling is that their strategies up to now have not really worked, so they've decided to up the ante and be less cooperative--though we're not sure exactly what means will be used on the way to those ends. There are still buildings being constructed around them, and they feel as if they don't stand up for themselves, recent history is just going to repeat itself."

To read the full article, here is the link [Web Link](#)

Chinese citizens have worked hard to achieve their dream homes and neighborhoods. It is understandable that they want to protect their communities and the environment. They want to keep it peaceful and safe, and preserve property values.

If you are interested, here are several more links to some excellent videos and articles. An Australian article entitled "CHINA'S MIDDLE CLASS DERAILS NEW LINK", dated March 16, 2009. Also included in this link is an article from the The Washington Post, and even a youtube video from Al-Jazeera!

[Web Link](#)

11
2
COMPARE
W/ FOREIGN
SYSTEMS

[Report Objectionable Content](#)

[Comments \(8\)](#)

[Add a comment](#) | [Add a new topic](#)

If you were a member and logged in you could track this topic

Comments

Posted by Resident, a resident of the Old Palo Alto neighborhood, on Mar 23, 2009 at 7:35 am

Correction:

The link to structural impacts on homes and businesses was from the Shanghaiist, March 2, 2008 edition.
Link [Web Link](#)

[Report Objectionable Content](#)

Posted by Anna, a resident of the Downtown North neighborhood, on Mar 23, 2009 at 8:44 am

It is interesting that the recommended separation from residential housing to the HSR tracks in Germany, where the trains are made and which has HSR in operation already, is almost 1000 feet.

Looking at the map, it appears that to achieve this separation, several blocks of existing houses would have to be removed all along the route through Palo Alto (and Menlo Park, Atherton, Mt. View, etc. etc.)

Since Google is listed as a model for the HSR supporters, perhaps someone can enlighten us on what Palo

#11
#2 Buffer zone
location
track
#6 taking
#6 eminent
Domain

Altan's as to why the California version of HSR does not need to be separated by a 1000 foot buffer zone on each side of the tracks as it goes through our previously peaceful town.

#2
separation
buffer
zone

And then perhaps someone can tell us why we shouldn't be out in the streets protesting this city-destroying monster like they are in China.

#9

Report Objectionable Content

Posted by Stop the Boondoggle, a resident of the College Terrace neighborhood, on Mar 23, 2009 at 10:16 am

#1

Go Peninsula Residents! Let's march to Sacramento, and then on to the U.S. House of Representatives in Washington.

#9

If the Chinese can over rule the communist party, we can stop being railroaded by Diridon and Kopp. Prop 1A was deliberately kept hush long before the election by all the cities up and down the corridor from San Jose to South San Francisco (excluding Menlo Park and Atherton).

#7 Prop 1A

If our cities would have told us about the impacts and route, this proposition would have never passed.

#7 Prop 1A

The Green scheme to save green house gas emissions was simply a ploy to get cities to sign to this massive boondoggle, and to fool the voters. This is all about politics and money. There is nothing "green" about constructing this.

#9

I do not want to leave my children and grandchildren a debt-ridden legacy without putting up a fight. This is not NIMBYism - I don't live near the tracks. It is about preserving our peninsula for future generations. Many corporations in the peninsula have drastically cut back on in-state air travel and use teleconferencing. San Jose airport and San Francisco airport now have fewer flights within California.

#9 cost.

#3 Air travel.

We must inform our legislators in the State and in the Capitol that this is going to be a huge waste of money to our state and future generations.

#9 #5 costs cost.

It is rumored that Redwood City no longer wants a station. I don't want one either! Caltrain serves our commuters fine. Use the money to upgrade Caltrain - clean up the trains, electrify, and stop HSR in its tracks now!

#9
#4 Electrification

Report Objectionable Content

Posted by No PA stop, a resident of the Community Center neighborhood, on Mar 23, 2009 at 1:42 pm

#11
#2 No station

"It is rumoured that Redwood City no longer wants a station." That is very very smart of Redwood City.

#9 in RC

Do you realize how much land the HSR Authority want for a station? They plan to build huge parking garages like an airport. Residents of the peninsula will all drive to that location park and ride the train to LA.

#2 parking

Acquiring add'l. Property

The disruption to Downtown PA will be huge. The train station in Palo Alto does not have the land or easy access to either Hwy 101 or Hwy 280, all that traffic will have to come through Downtown PA.

#6 Access
#1 traffic
community impact

Give the HSR stop to downtown Mountain View or Visalia, they want it.

#2
P.T.

Report Objectionable Content

Posted by Hooha, a resident of Another Palo Alto neighborhood, on Mar 23, 2009 at 11:08 pm

#1

Now some California HSR shill is going to come along under one of his many assumed aliases and say "Those Chinese should have KNOWN they were buying homes next to a future high-speed rail line!".

#9

Report Objectionable Content

Posted by resident, a resident of the Adobe-Meadows neighborhood, on Mar 24, 2009 at 8:09 am

#11

How is it that the Chinese know a speeding train ought to be separated from residential areas by at least 600-1000 feet, but in Palo Alto, one of the most educated cities in the country, will allow a speeding train to run within 12 feet of Palo Alto High School where children play on the fields and where people live in high-end homes?

#1 comm. impacts
#2 for 1000 feet Buffer zone

This is really laughable. Americans have gotten real stupid.

#9

Report Objectionable Content

Posted by Rick, a resident of the Charleston Gardens neighborhood, on Mar 24, 2009 at 4:40 pm

#11

The HSR authority must have know that Germany requires or recommends 984 feet clearance from the tracks/trains since the have spent many years and possibly 60 million \$\$ preparing for this project.

#5

Keeping this secret should be enough to stop the whole project.

#7 transparency

Also keeping the details of the projec secret before the election should be enough to demand all of the HSR personnel resign and stop all funding.

#9

It's probable our city council knew many of the hidden details and maybe they should resign also.

#9

The downtown merchants wanted the station so more people would come to their stores and resutarants. The station was planned to benifit them with no thought of anything else.

#9

It should be obvious that if four trains were derailed all at once it would wreck havic for the hundreds of feet around the derailment/wreck. Four trains will be passing each other at many places along the route. Two HSR and two CALTRANS.

#1 safety
#2 # of trains.

Report Objectionable Content

Posted by Lessons from China, a member of the Walter Hays School community, on Mar 27, 2009 at 12:47 pm

Although our high speed rail is not a Maglev train, there are valid concerns regarding exposure to high levels of exposure to EMF and other radiation.

Here is a link to a story about the German high speed magnetic levitation train in China. The recommended buffer zone is 300 meters, but the project was designed to have the trains running within 22 meters of residential communities. The project was halted.

Web Link

The June 13, 2007 Asia Times reported that the high speed maglev rail from Shanghai to Hangzhou has encountered many problems and opposition. Citizens complained that the government had spent billions of yuan on expensive "image projects" and declared it as a project which creates "social disharmony."

"The 150 yuan one-way ticket is obviously too high for ordinary people," said Professor Li Hong, a researcher at the NDRC's Transportation Institute. He said high fares had already helped to make the operational Shanghai maglev a commercial failure. "Its ticket revenue is only 100 million yuan a year, so it will take 100 years to break even."

Sound a bit familiar? Maybe HSR can learn a lesson or two from the Chinese.

Report Objectionable Content

#11
#1 HAZ
#2 Buffer Zone

#11
compare to foreign systems

#15
Failed

#2 Compare to foreign systems

I want to urge the High Speed Rail Commission to consider OTHER options than routing the HSR line up the center of the peninsula. There was very little available publicized information before the election. If I had known about all the issues I would have voted differently.

#2 Alternate alignment
#7 prop 1A

The peninsula has some of the most desirable and valuable real estate in the world. My home currently shares a boundary with the Cal Train right of way. I don't want an HSR in my back yard. I may even lose my home. Eminent domain is an ugly concept.

#6 property values
#6 eminent domain

I feel that the HSR would separate the peninsula towns into an East side and West side as there will be a large structure separating the two sides. Underground. Maybe. Omitting the peninsula is my preferred option.

#2 underground
#1 community separation
#2 Alternate alignment

Please consider placing the bay peninsula routing under ground or stopping it in San Jose.

Sincerely concerned

#2 underground
#2 terminate in San Jose

Carolyn Jo Horne

Carolyn Jo Horne
4249 Park Blvd
Palo Alto, CA 94306
March 3, 2009

MAR 10 2009

I-SC 208

I want to urge the High Speed Rail Commission to consider OTHER options than routing the HSR line up the center of the peninsula. There was very little available publicized information before the election. If I had known about all the issues I would have voted differently.

#7
Prop 1 A

The peninsula has some of the most desirable and valuable real estate in the world. My home currently shares a boundary with the Cal Train right of way. I don't want an HSR in my back yard. I may even lose my home. Eminent domain is an ugly concept.

#6
eminent
domain

I feel that the HSR would separate the peninsula towns into an East side and West side as there will be a large structure separating the two sides. Underground. Maybe. Omitting the peninsula is my preferred option.

#1
community
impacts
circulation
#2 underground
#2 terminate
in SJ

Please consider placing the bay peninsula routing under ground or stopping it in San Jose.

Sincerely concerned

Carolyn Jo Home

Carolyn Jo Home
4249 Park Blvd
Palo Alto, CA 94306
March 3, 2009

MAR 10 2009

I-SC-209

I want to urge the High Speed Rail Commission to consider OTHER options than routing the HSR line up the center of the peninsula. There was very little available publicized information before the election. If I had known about all the issues I would have voted differently.

#2 Different alignment
#7 Prop 1A
(misinformed,
re-vote)

The peninsula has some of the most desirable and valuable real estate in the world. My home currently shares a boundary with the Cal Train right of way. I don't want an HSR in my back yard. I may even lose my home. Eminent domain is an ugly concept.

#6 Eminent domain
Property Value

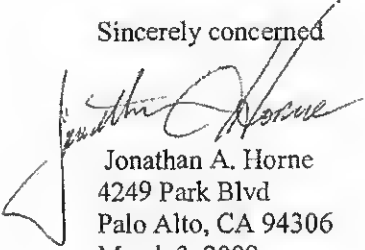
I feel that the HSR would separate the peninsula towns into an East side and West side as there will be a large structure separating the two sides. Underground. Maybe. Omitting the peninsula is my preferred option.

EJ
#1 Community separation
#2 Underground track

Please consider placing the bay peninsula routing under ground or stopping it in San Jose.

#2 Underground track
Terminate in South Bay

Sincerely concerned


Jonathan A. Horne
4249 Park Blvd
Palo Alto, CA 94306
March 3, 2009

MAR 10 2009

I-SC 210

Kris Livingston

From: Robert Horstmeyer [rhorstmeyer@gptpartners.com]
Sent: Friday, March 13, 2009 4:54 PM
To: HSR Comments
Subject: FW: SAN Francisco to SAN Jose HSR Route

Hello:

Can you answer me?

Bob

Robert J. Horstmeyer
Managing Director



Direct Phone: 650-322-1859
Cell Phone: 650-714-6476
Main Number: 650-322-2500
Fax: 650-461-8506
rhorstmeyer@gptpartners.com

GrowthPoint Technology Partners, LLC
835 Page Mill Road
Palo Alto, CA 94304-4011
website: www.gptpartners.com

#11

From: Robert Horstmeyer
Sent: Tuesday, March 03, 2009 7:08 PM
To: comments@hsr.ca.gov
Subject: SAN Francisco to SAN Jose HSR Route

Hello:

I just read an article in the local newspaper that said the high speed rail train will run on the existing right of way for CalTrain from San Francisco to San Jose.

#2 ROW

Is that true?

If that is a correct fact as reported in the news; can you please tell me:

- how fast the trains will travel? } #2 speed
- how frequently they will run? } #3 schedule
- will they run 24 hours a day? } #3 operation
- how much noise will they make in normal operation? } #1 noise
- what is the damage radius (purely from kinetic energy) for a derailed train at the proposed speed? } #1 safety
- will the rail crossings use the same gates as now used? } #2 rail crossing
- Where the train will stop on the peninsula } #2 stops
- How much noise they make braking and accelerating from their stops } #1 noise
- what is the safety history of these trains when operating under similar conditions as expected on the peninsula } #1 safety
- will the train be fossil fuel engine driven or electrified } #4 gas/electrification
- is there operational experience operating these trains at the proposed speed within a few meters of moving traffic and people on sidewalks } #1 traffic safety
- what is the operational experience for associated structural damage to buildings located with 50 meters of the train tracks } #1 gas + safety

Thanks for your help

Bob

Robert J. Horstmeyer
Managing Director



Direct Phone: 650-322-1859
Cell Phone: 650-714-6476
Main Number: 650-322-2500
Fax: 650-461-8506
rhorstmeyer@gptpartners.com

GrowthPoint Technology Partners, LLC
835 Page Mill Road
Palo Alto, CA 94304-4011
website: www.gptpartners.com

#(1

The information in this email may contain privileged and/or confidential information and is intended for the named recipients only. If you are not the addressee indicated in this message, please do not copy or deliver this message to anyone. In such case, destroy this message and notify us immediately by replying to this email or by calling us directly at 650-322-2500. If you prefer not to receive future emails of this type, please let us know by replying to this email. [GrowthPoint Technology Partners, LLC]



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): Jane Hsiao

City: Palo Alto

State: CA Zip: 94306

Title (if applicable): _____

Phone: (650) 858-6861

Fax: _____

Organization/Business (if applicable): _____

E-mail: jymommy@yahoo.com

Address: 221 MacLane St., Palo Alto, CA 94306

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

The High Speed rail should go underground in residential areas (especially in 94306 area codes), if it is to run from San Jose to San Francisco!

2
UNDER-GROUND TRACK

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 212

Kris Livingston

From: Jeremy Hubble [jghubble@gmail.com]
Sent: Monday, March 09, 2009 9:25 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

It is important to ensure that the pedestrian environment is maintained along the high speed rail corridor.

J#1 Traffic

Any new overpasses or underpasses constructed should contain sidewalks on bike lanes on both sides. A simple conversion of a grade crossing to an overpass or underpass will make the the train crossing more difficult for pedestrians and cyclists. Failing to provide a pathway on one side will only make things worse. The replacement of a grade crossing will help speed automobile traffic. Even if priority is given to pedestrian improvements, automobile travel time will still be faster - even if enhanced pedestrian facilities make it a little slower than the maximum possible.

#2 Grade separation/crossing
#1 Traffic

Also, any grade crossings that are eliminated should be replaced by pedestrian/bicycle crossings. While a detour to the nearest crossing would be only a minor inconvenience for a motor vehicle, it would be a much more significant impediment to pedestrian or bicycle travel.

#2 Grade crossing
#1 Traffic

In addition, grade crossings that had been closed earlier and rail crossings that currently restrict pedestrian or bicycle travel should be made pedestrian friendly. Some examples include Bernardo in Sunnyvale and Blossom Hill in San Jose. In the case of the first, a key route is currently blocked off. There is a plan in place for building a bike bridge. This can be incorporated into the high speed rail plan. In San Jose, the road overcrossing restricts pedestrian and bicycle access. Pedestrians instead have sought grade grade crossings. It is critical to make any vehicle crossing also pedestrian accessible in order to maximize pedestrian access. Even freeway crossings should also have closely located pedestrian/bicycle crossings in order to ensure maximum accessibility.

#2 Grade crossings
#1 Traffic

Enhanced pedestrian/bicycle can help the environment and enhance high speed rail in two key ways:

1) Enhancing pedestrian access along the route helps reduce emissions. If a trip across the tracks is a comfortable five minute walk, most people will walk. If limited facilities make it an uncomfortable ten minute walk, more people will drive. If lack of facilities turn it in to a 45 minute walk, just about everyone will drive. This could result in the train actually increasing local emissions.

#1 Traffic
AQ
#2 Grade crossing

2) Providing high quality and frequent pedestrian facilities reduces the likelihood of illegal crossings. Illegally crossing the high speed tracks can lead to a quick death. It can also slow and damage trains. Even extensive fencing can not block the most determined track crosser. However, a quick, safe crossing in the desired area will make things not worth the effort and greatly reduce the illegal crossings. This will reduce delays and damage caused by illegal pedestrian crossings.

#1 Traffic
#2 Grade crossing
#1 safety

Jeremy Hubble
Sunnyvale, CA

Kris Livingston

From: Jeremy Hubble [jghubble@gmail.com]
Sent: Monday, March 09, 2009 9:37 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Bike access on high speed rail

Currently, all northern California commuter trains provide access for bicycles. The Caltrain corridor from San Jose to San Francisco has one of the highest demands for bike on board capacity. The high speed rail trains should provide significant onboard 'roll-on' bike capacity. The high speed trains could be in significant demand for long-distance commuting. Bicycles are often required to travel to job locations throughout Santa Clara and San Mateo counties. Bike capacity could also make other long-distance travel possible.

Allowing bike capacity allows for greater car-replacement ridership on the trains. It also reduces parking demand near the stations. This allows for more space near stations to be devoted to residential and office space. This in turn leads to greater increases in demand for the train and more significant reductions in car travel. Bike capacity is preferable to 'shuttles' from train stations in that it allows all-day access and can efficiently provide service to many office locations that shuttles cannot effectively serve.

Roll-on bicycle capacity along the entire high speed rail line would help maximize the environmental and developmental benefits.

Jeremy Hubble
Sunnyvale, CA

g All Intro

#1 TxDOT
(bicycles)

#10
on-board
amenities



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): Leannah Hunt

City: Palo Alto

State: CA Zip: 94301

Title (if applicable): Realtor

Phone: 752-0730

Fax:

Organization/Business (if applicable): Coldwell Banker

E-mail: Lhunt@CBNORCAL.COM

Address: 245 Lyndon Ave S, Palo Alto, CA 94301

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

- 1) Do you have maps which detail the width of the current rail right of way for CAL TRAIN? 2
WIDTH
of
ROW
- 2) Does the CAL Train legal boundary go below ground? 2
UNDERGROUND
TRACKS

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 215

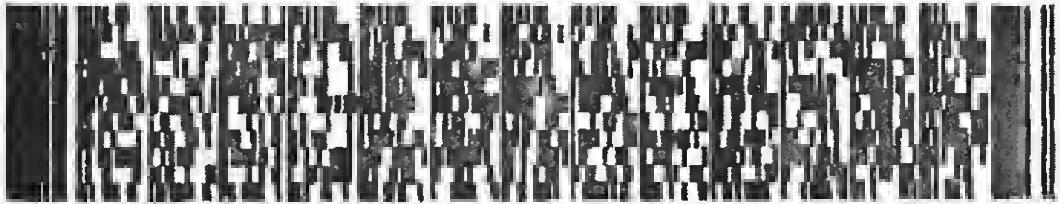


RESIDENTIAL BROKERAGE

FAX TO ANY EMAIL ADDRESS

1. Enter email address(es) below
2. When hand printing, copy characters EXACTLY as below
3. Fax ONLY to your dedicated MongoFAX number below

V13



Underline all boxes that contain numbers

0 1 2 3 4 5 6 7 8 9 . - _ A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

To:

C O M M E N T S

@ H S R . C A . G O V

Cc:

@

From: (Identifies Sender, Enables Replies, Provides Confirmation, Tracking Number & Exact Replica Archive Copy to Email)

L H U N T

@ C B N O R C A L . C O M

Subject:



Notes:

comments for the EIR period - CA High speed rail project San Francisco to San Jose
submitted by Leannah Hunt, resident of Palo Alto, CA

revised copy

MongoNet is not responsible for any losses or liabilities arising from the use of this product. By using this product, you acknowledge and agree to the Terms of Service posted at www.MongoNet.net. Protected by U.S. Patents Nos. 6,424,426; 7,079,275; 7,164,488; U.S. and international patents pending. © 2000-2007 MongoNet, Inc. All rights reserved.

MongoNet Customer Service: support@mongonet.net -or- 1 (866) 482-2229

Fax Only to: Your MongoFAX Number

Powered by MongoNet
MongoFAX
www.MongoNet.net

I-SC 216

Comments@hsr.ca.gov

March 28, 2009

Mr. Dan Leavitt, Deputy Director, ATTN:
San Francisco to San Jose HST
Board of Directors
Calif. High Speed Rail Authority

Dear Mr. Leavitt and members of the Board of Directors:

I have been a resident of the city of Palo Alto for the past forty years, and I am also a Realtor who has worked in residential real estate sales for the past twenty years in the Mid-Peninsula area. I wish to submit some information to you regarding the plan to install the High Speed Rail tracks above ground through the Palo Alto, Menlo Park and Atherton cities.

I am a supporter of the concept of the High Speed Rail, however, from the time I learned about this plan in the fall of 2008 I believed that the only realistic route for the rail line would be underground either via a trench or tunnel plan for the route from Palo Alto through Atherton. This area is unique for the route because it would affect these residential communities and a significant number of single family homes adjacent to the existing Cal Train tracks.

#8 Support.
#2 Grade separations
underground

I represented a proposed Buyer of a home in the Felton Gables area of Menlo Park in October of 2008. The buyers were in contract to purchase a lovely home when an article appeared in the Palo Alto Daily News describing the proposed rail line and the uproar the plan had created in the neighborhood and city of Menlo Park. The buyers backed out of the contract. They actually lost down payment funds in excess of forty thousand dollars as a result of the decision to withdraw from the contract. They apparently were concerned about the potential loss of property values and harm to the quality of life in that community.

#6 Property values
#1 community
impacts

The proposed above ground rail line with a proposed four track or more system fails to address the following concerns:

1. The noise and disruption in the neighborhoods adjacent to the Cal Train line. The prospect of freight trains on a line which only has one current freight train per day would severely impact the quality of life along the rail line. Trains running every five to ten minutes twenty four hours each day would change the total nature of our intact residential communities. Fifteen or twenty foot walls with overhead wires would create visual blight for our cities.

#1 Noise, aesthetics
#10 Frequency.

I-SC 216

2. The property values along the railway lines would be severely impacted and those residents within view and earshot of the train will lose tremendous value in their properties. #6 Property Values
3. The cost of buying up properties at the grade crossings, along the most narrow sections of the Cal train lines and adjacent to any proposed stations would be in the millions of dollars through the eminent domain process. #6 Eminent domain
4. When the citizens voted for the fall 2008 bond measure they assumed that tunneling would be a viable option for the rail line. There were no projections, visual aids or details regarding the above ground lines at the time of the election. The web site was woefully inadequate in it's description of the impact to the quality of life and resultant effects on "life in Palo Alto". The voters were not provided with a complete picture of the railway plan. #2 Grade Separations
#7 ~~Public Outreach~~
Prop 1 A
misinformed
#7 poor public outreach
5. There needs to be a study done of the cost involved in tunneling the high speed rail as well as the Cal train lines as they did in Los Angeles with the tunneling of the "Red Car" rail line. My understanding is that this tunnel machine can be used underground with very little disruption to the traffic and life above ground. In fact, I understand that they just leave the tunnel boring machine buried in the ground after it has completed the tunneling process. #2 Underground
Underground track
6. Cal Train and the High Speed Rail authority can create a model for the nation and the world by designing a system with the tunnels underground which would serve as a example of the most effective and least impactful system for a residential community. #2 Underground track
7. Unlike the many miles of open space, industrial community and commercial lands affected by an above ground system the cities of Palo Alto, Menlo Park and Atherton are primarily upscale residential cities whose quality of life, property values and futures depend on a preservation of period home styles, well established neighborhoods and integrity to their current city layouts. These tax payers, property owners and community members deserve to have a HSR which is buried in the ground, provides underground access and would not interrupt the well established pattern of life in these older towns. #6 Property Values
#2 underground track
8. The citizens approved the rail project, however, during this EIR period the Authority needs to design a project which is safe to use with the least impact to the communities which will enjoy the benefits of this 21st century transportation system. #1 Safety

I maintain that any cost to a tunnel/and/or trench plan would be offset by the exorbitant costs of buying up properties through eminent domain as well as the enormous costs of grade level separations along the Mid-peninsula corridors. The tunnels can be placed under creeks and aquifers and thus preserve the quality of life and integrity of our Mid-Peninsula neighborhoods.

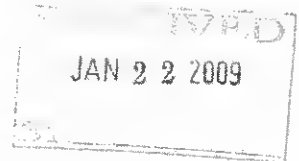
#2 Grade Separations
#6 Eminent domain
#5 ROW
acquisition

Yours truly,



Leannah Hunt
245 Lytton Ave. suite 100
Palo Alto, CA 94301

Commodore C.C. Hutchinson, AFL
540 North Sixth St #105
San Jose, CA 95112
408 275 0212 (sorry no e-mail)



20 January 2009

To Whom It May Concern;
California High Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

Hello:

First congratulations on passage of Prop 1-A which this department a life long rail fan and rail supporter voted for!

8
SUPPORT

Second am writing too enquire if very general information and outline for the High Speed Rail plans are available in written form? Please note I dont have E-Mail and am not good oneusing computers.

7 Info request
HARD COPIES
OF PLANS

Third I understand that the Authority may wish too put up a new Railway Station in San Jose which while understandable think the historic 1935 Southern Pacific Railway Station (Dirdon Station) should be preserved and saved as its a part of San Joses historey and as many may know was erected after the relocation project of the existing Southern Pacific Railway Tracks in San Jose, prior too 1935.

2 #1 Historical
resources
SUGGESTION
OF STATION
LOCATION

Thank you for reading this and any possible information will be appreciated.

11

"S"incerely,

1
HISTORIC
RESOURCES

Commodore C.C. (Choo-Choo) Hutchinson, AFL

I-SC 217

San Jose to San Francisco Scoping comment on a small postcard by Jewel Hutt

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public
svc

#6 prop value

#1 bio
aesthetics
air quality

Name	Address	Additional Comments on the Card
Jewel Hutt	4281 Los Palos Ave, Palo Alto 94306	None

I-SC 218

San Jose to San Francisco Scoping comment on a small postcard by Vipul Jain

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public sc

#6 prop value

#1 bio

#1 aesthetics
air quality

Name	Address	Additional Comments on the Card
Vipul Jain	30 Roosevelt Cir, Palo Alto 94306	None

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:57 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST - Sell off Air Rights to Rail Road Right-a-Way & Tunnel High Speed Rail & Tunnel a New Electric Cal Train System

-----Original Message-----

From: John Forsyth James [mailto:john.james@apr.com]
Sent: Tuesday, April 07, 2009 9:01 AM
To: HSR Comments
Subject: San Francisco to San Jose HST - Sell off Air Rights to Rail Road Right-a-Way & Tunnel High Speed Rail & Tunnel a New Electric Cal Train System

To the high-speed rail Authority,

I work in Palo Alto and follow the news about the high speed rail. I voted against the measure that passed last November.

I think that the high speed rail is a good thing if implemented correctly but did not have enough information at the time it was up for vote to be in favor of it.

I am in favor of full fore tunneling along the lines of what Tony Carrasco (a prominent local Palo Alto Architect) and Steve Emsley (The director of the City of Palo Alto's planning department) proposed in a newspaper article published several months ago after the high-speed rail measure narrowly passed. This proposal would sell off air rights to the section of right-a-way that crosses the city of Palo Alto and I would proposes that it continue through Menlo Park and Atherton. The proposal noted that in the high density areas like Palo Alto near downtown that new commercail building could be constructed and sold off as only owning the air rights above the land owned by the railroad. This revenue would offset the cost of tunneling the high speed rail lines and up grading caltran.

Sincerely,

John Forsyth James
Alain Pinel Realtors
578 University Avenue
Palo Alto, CA 94301
john.james@apr.com
650-218-4337

#11 back ground

#7 prop 1A info request

#2 under grading

Dan Gallagher

From: Caroline Japic [carolinej@sbcglobal.net]
Sent: Sunday, January 25, 2009 7:58 PM
To: HSR Comments; senator.simitian@sen.ca.gov; pdrekmeier@earthlink.net;
peter.drekmeier@cityofpaloalto.org
Cc: tdarezzo@yahoo.com; Haris Japic
Subject: Please! Elect No Build Option for San Francisco to San Jose, CA Hig Speed Rail Initiative

Greetings:

I am writing to strongly express my concern about the California High Speed Rail initiative. I live in Palo Alto in the Southgate neighborhood. This project will dramatically negatively affect our neighborhood. The San Francisco to San Jose portion of the project is proposed to go through Palo Alto and my back yard, which simply isn't necessary. I ask that you consider other options - along Highway 101 or from San Francisco directly east to the Central Valley. The change this high speed train will bring to Palo Alto is devastating. Would you want to 125 mile per hour train with ugly grade separations and overhead lines in your back yard?

Again, my husband, children and I staunchly oppose this plan ask for a "No Build" option for the San Francisco to San Jose portion of the plan.

Regards,
Caroline and Haris Japic
1655 El Camino Real, Palo Alto, CA 94306
650-326-6981



#2 Alt route
#1 aesthetics
#2 speed
#9 oppose.

San Jose to San Francisco Scoping comment on a small postcard by Eric Jensen

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *# safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics*
#1 air quality

Name	Address	Additional Comments on the Card
Eric Jensen	241 Colorado, Palo Alto 94301	None

San Jose to San Francisco Scoping comment on a small postcard by David Jeong

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public svc

#6 prop value

#1 bio

#1 aesthetics
air quality

Name	Address	Additional Comments on the Card
David Jeong	4056 Park Blvd, Palo Alto 94306	None

I-SC 223

Kris Livingston

From: Jian Ma [majian@gmail.com]
Sent: Thursday, March 19, 2009 7:16 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

As a resident of Palo Alto, I oppose the HSR going through Palo Alto.

] #9 Opposition

Palo Alto is a densely populated area. My house is some 200 feet from the track. The noise would be unbearable.

] #1 Noise

Additionally, I highly doubt the usefulness of such a system, after billions of money spent. I really don't see that much people traveling between SF and LA. Among my family and our friends, I see people in SF traveling to LA only for vacation purposes. And for this purpose, we do need cars after arrival to move around in LA. LA is not a city for public transportation. I can rent one down there. But then the benefit of the HSR would be heavily compromised. Almost none of my friends drive up from LA to SF. There isn't much attractions they haven't been.

] #2
#3 Ridership Needs

If no ridership, then there would be no money to return investment or even maintain the HSR.

] #5 Sources of funding

Sounds to me HSR is a very bad idea.

I didn't get the opportunity to vote on HST earlier. I would have said No.

] #11 Conclusion
#9 Opposition

--
Ma Jian

Kris Livingston

From: Dan Leavitt
Sent: Thursday, March 05, 2009 2:39 PM
To: Kris Livingston
Subject: FW: not in favor of high speed line going through palo alto

From: Valerina [mailto:valerina@pacbell.net]
Sent: Tuesday, March 03, 2009 7:44 AM
To: HSR Comments
Subject: not in favor of high speed line going through palo alto

I am against the High Speed line being built in Palo Alto.]#9 opposition
I believe it is dangerous for it to be built next to the High School.]#1 safety
It also takes a historically beautiful neighborhood, set next to Stanford University, one of the most beautiful]#1 Aesthetics
universities in the West, and divides the pastoral and small town beauty of the city.

I also feel that High Speed Rail should end at San Jose and not proceed up]#2 terminate in San Jose
the peninsula. If it does proceed up the peninsula it should be built underground.]#2 underground

Truly,

Valerie Joseph

260 Miramonte Ave
Palo Alto, CA 94306
valerina@pacbell.net

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:06 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Ken Joye [mailto:kjoye@adobe.com]
Sent: Monday, April 06, 2009 5:07 PM
To: HSR Comments
Cc: ljoye@pacbell.net
Subject: San Francisco to San Jose HST

Dan Leavitt, Deputy Director
San Francisco to San Jose California High Speed Rail Authority
925 L Street Suite 142S
Sacramento CA 95814

Dear Mr. Leavitt,

This message is to provide our input regarding the San Francisco to San Jose portion of the High Speed Rail project. We moved into our home in 1991 and both voted in favor of the High Speed Rail ballot initiative. Now that some details of the plan have become more prominent, we have some concerns. #11 back ground 2008

Our back fence is located 37 feet from the existing CalTrain tracks, our back door is located 79 feet away. As such, we expect that constructing the High Speed Rail along the existing CalTrain right-of-way would have considerable impact upon our family home. #11 back ground

Of course, CalTrain had been in service for decades before we moved into our home in 18 years ago. However, the frequency of trains has clearly increased since the recent introduction of the Baby Bullet service. We have been able to tolerate that increase but are concerned about the High Speed Rail plans. #11 back ground #3 frequency

How safe is a train travelling at 125 mph through a residential neighborhood? Can you guarantee the safety of our family and neighbors? #1 safety

How will ambient noise levels be affected by combination of more frequent trains at higher speeds? What is the current decibel level and what are the projected levels? #1 noise

How will you avoid separating portions of our community under the current plan? What is the impact upon flora and fauna? Will residents of our neighborhood lose their homes or see their property values erode? What is the projected impact upon the tax base which supports our local schools and civic services? #1 community separation
#1 biological resources
#1 public services
#1 property values

Perhaps most importantly, what is the plan to mitigate visual impacts of an elevated structure? Recently, we took CalTrain to the San Francisco station and walked up to Market Street. When we approached the 101 structure where it crossed 5th Street, we wondered if that was what we would face in our backyard? How will we be able to sit in our backyard or have a picnic on the lawn? #1 aesthetics

It is common practice to build airports away from population centers, to lessen their impact upon the surrounding communities. In light of that, why isn't there a plan to steer the High Speed Rail away from neighborhoods such as ours?

#2
alternate
route

We are concerned that our home is unsellable now that the details of the High Speed Rail have started to appear. What information do you have about time on market for homes located along the existing CalTrain right-of-way?

#6
property
values

What will happen to CalTrain service while the High Speed Rail elevated structure is constructed?

#2
construction
phasing /
development

respectfully,

Ken and Lindsay Joye

3793 Park Blvd

Palo Alto CA 94306-3431

kjoye@adobe.com

ljoye@pacbell.net

San Jose to San Francisco Scoping comment on a small postcard by Lindsey Joye

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train travelling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1

public svc.
#6 prop value

#1 biological resources

#1 aesthetics

Name	Address	Additional Comments on the Card
Lindsey Joye	3793 Park Blvd, Palo Alto 94306	None

#1 air quality

San Jose to San Francisco Scoping comment on a small postcard by Jim Kaflea

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 property*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
air quality*

Name	Address	Additional Comments on the Card
Jim Kaflea	2376 Bryant St, Palo Alto 94301	None

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:44 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Karen Kalinsky [mailto:kalinsky@stanford.edu]
Sent: Saturday, February 28, 2009 4:34 PM
To: HSR Comments
Cc: city.council@cityofpaloalto.org; Planning.Commission@CityofPaloAlto.org
Subject: San Francisco to San Jose HST

To: California High Speed Rail Authority
cc: City Council of Palo Alto, Planning & Transportation Commission of Palo Alto

I attended the public information meeting in Palo Alto last Thursday regarding the High Speed Rail from San Francisco to San Jose. I was not surprised that a large number of those attending the meeting were angry. To many of us who support the HSR and voted for it, it came as a shock to learn that the current proposed plan is to build a wall to elevate the train along SF Peninsula corridor.

#11 background
#7 prop 1A
misinformat
#2 elevated track

While I strongly believe that HSR is environmentally important for California's future, I am concerned about its impact on the quality of life in Palo Alto and my neighborhood. I am willing to concede that the CalTrans right of way makes the most sense for the local section of High Speed Rail connecting Los Angeles to San Francisco.

#1 community impacts

Given that (and trying not to be NIMBY about the issue):

- 1) Constructing a tunnel from SJ to SF would be the most desirable option in terms of minimizing impact on the quality of life along the Peninsula corridor.
- 2) If a tunnel is built, the idea of a greenbelt above it with bike and walking paths along its entire length is a great idea.
- 3) If, for economic feasibility reasons, it is decided that the tracks must be elevated, then elevated tracks similar to BART in the East Bay (with column supports, and a greenbelt underneath) are a much better solution than a wall.
- 4) I think the wall is an unacceptable solution. It would effectively create a more divided Palo Alto (and other cities along the Peninsula), when we could use the opportunity of a greenbelt (under the tracks or over a tunnel) to create more unified cities -- with many more points of connection across the CalTrans right of way. **Creating communities that can be traversed by bike and foot is also important to California's environmental future.**
- 5) While I would love for the HSR to stop in Palo Alto for the convenience of being able to board close to home, I am not sure that it makes sense from the point of view of the added expense versus the added ridership revenue. It would be better to put the funds toward a non-wall solution to the grade separation problem.

#2 tunnel
#1 recreation & open space

#2 Alternate design

#1 community separation
#1 recreation & open space
#1 traffic & circulation
#2 Alternate design

#2 Alternate design
#2 station location

Let's get more people out of cars by building a High Speed Rail with an associated bicycle and pedestrian friendly greenbelt in all of the urban/suburban areas it crosses! That would be an accomplishment worthy of California's role in environmental leadership.

#2 Greenway
#1 conclusion
#1 traffic & circulation

#1 recreation & open space

Thank you for considering my input.

Yours truly, Karen Kalinsky

210 E. Meadow Drive
Palo Alto, CA 94306

Kris Livingston

From: Chris Kantarjiev [cak@dimebank.com]
Sent: Sunday, April 05, 2009 10:20 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Gentlemen:

I'm writing to express my concerns about the plans for the CHSR segment that is proposed to run from San Jose to San Francisco. While I understand that the vision of the entire project is "San Francisco to Los Angeles in three hours", it is becoming clear that most of the planned trains won't meet this goal - and that the cost of continuing the CHSR up the Peninsula beyond San Jose are unacceptably high.

#1 intro
#3 train speed
#5 construction costs

I'm not only concerned about the direct costs of expanding the existing CalTrain corridor to accommodate the CHSR, but also the indirect costs to the communities that lie along the right of way.

#5 costs (non financial)

I live in Palo Alto, on the west side of the existing corridor. The proposed above-ground grade separation construction would be an absolute disaster for Palo Alto - from the standpoint of dividing the city, adding visual blight, lowering property values and engaging in eminent domain battles.

#1 Aesthetics
#1 Eminent domain
#6 eminent domain

The CHSR's website proposes lovely view of the trains running in a trench with a traffic boulevard on either side. Unfortunately, there really is no opportunity to build such an arrangement in Palo Alto! The right-of-way is encumbered on both sides along its entire length - but a heavily used commute corridor on one side (Alma) and by houses, schools, and parks along the other. An open trench with sloped sides is not an option here - and I don't think that it is going too far to say that the CHSR website is deceptive, if not outright fraudulent. There was not adequate documentation of the routing decisions that had been made before the November vote - I'm fairly certain that the vote would have gone differently if all had been made well-known.

#6 property value
#6 PWA Acquisition

#7 prop LA misinformed

Tunnelling strikes me as a viable alternative - admittedly with more expense and some disruption - but this risks difficulties with the requirements imposed on the existing right of way by Union Pacific's existing operating agreements.

#2 tunnel

Which leads me, ultimately, to suggest that the right answer is to stop the CHSR at San Jose and make the transition to CalTrain as efficient as possible. Spend money on improving CalTrain's peninsula service. This is the way that most European cities deal with their high speed rail endpoints - Paris, for example, has five different train stations on the outskirts of the metro area. Travellers often make train changes that involve a station change - where the station change is effected by a trip on the underground Metro subway. This is much more sensible than trying to force high speed rail *through* the densely populated areas.

#2 terminate in San Jose
#3 connection to other systems

#2 foreign systems

Thank you for your attention.

Christopher A Kantarjiev
1530 Portola Avenue
Palo Alto, CA 94306

Kris Livingston

From: UNIQORN@aol.com
Sent: Saturday, April 04, 2009 5:22 PM
To: HSR Comments
Subject: High Speed Rail Project - Comments

Hello,

I'm writing to add a couple of comments to the discussions on high speed rail development along the California coast corridor.

The nub of my comment is: **My major concern is to assure that the tracks will be developed and maintained in such a way as to reduce, rather than increase, discomforts and damages to those who are in the vicinity of the tracks.**

Following are more detailed comments.

1. I fully support the proposal to build/modify track to support high speed rail. I've used it in other countries, and feel we're simply way behind the others in having this very viable alternative to flights between cities up and down the California coast.

2. My wife and I live in Palo Alto, one block from the Caltrain tracks.

3. When the house was purchased, the tracks were already there. It was a known factor, and taken in stride as such. Sound and shake levels were checked, and accepted at the existing levels.

4. When we are in our house, we are aware of the passing of trains on the tracks. Once we installed double-paned glass, the sound levels were significantly lowered. Before, we needed to interrupt conversations for a minute or so as trains passed; now that's not a problem. We appreciate that technology can help make accommodations for other technological advances.

5. While we don't feel the passage of normal trains, we now do feel some vibrations in the house when the relatively new express trains pass by at somewhat higher speeds. We have increased cracking in our walls since the implementation of the express trains.

5. I've read enough about how tracks are maintained in other countries to be aware that extremely good track construction and maintenance is necessary for high speed, bullet, or TGV trains to move at their potential speeds.

6. I hope and assume that we are indeed talking about high speed trains for California, that travel at 150 to 200 mph. We supposedly have "high speed" trains [Acela] running between NYC and Washington DC, but they only cut about 30 minutes off the regular three and a half hour train rides they are not truly high speed. If we are only talking slightly faster trains, it's not worth the time, money, and inconveniences being proposed. We should certainly be able to do what they do in Japan and Europe ... we don't even have to invent it, just implement it.

7. **My major concern**, given that we feel the passing express trains, is to assure that the tracks for the high speed trains (which, again, we support having) will be developed and maintained in such a way as to reduce, rather than increase, discomforts and damages to those who are in the vicinity of the tracks.

#1 community impacts

#11 intro

#8 support

#11 background

#11 background

#1 noise

#11 background

#1 vibration

#3 train speed

#2 track construction

#3 train speed

#2 foreign system

#1 community impacts

#1 vibration

8. As I'm not an expert in the field, I don't know that depressing the tracks is "the best" answer. I expect that engineers and others will help develop the best answer. Please just do be sure that it is developed in such a way that it does not have negative impact on those of us who live within impact range of the tracks.

#2
track
construction

Thanks for working on this project and for working to get it done well and right for all of us.

#11 conclusion

Rick Kaplowitz
181 El Carmelo Ave
Palo Alto 94306

Hurry! April 15th is almost here. File your Federal taxes FREE with TaxACT.

Kris Livingston

From: BKarney@aol.com
Sent: Thursday, April 02, 2009 10:44 AM
To: HSR Comments
Subject: San Francisco to San Jose HSR

Hi,

I'm writing to let you know that I strongly support having HSR use the CalTrain corridor, and the sooner it can be built the better.

I hope you will decide to put a station in Mountain View rather than Palo Alto. We are a more populous city and have better connections to the freeway system and light rail. With the planned development of the NASA land near Moffett Field we may soon also have a larger job base than Palo Alto.

I think a station here would face less local opposition than in Palo Alto, and could be a key to the revitalization of the entire Moffett Boulevard Corridor.

Cheers,
Bruce Karney
833 Bush St.
Mountain View, CA 94041
Chair of Mountain View's 2008 Environmental Sustainability Task Force (appointed by the Mayor)

Cheers,
Bruce Karney
650 450-0332
bkarney@aol.com
Solar Photovoltaic Marketing and Finance Expert
<http://www.linkedin.com/in/brucekarney>
blogging at <http://mvsolar.blogspot.com>

#8
#2 station location
#2 station location

Feeling the pinch at the grocery store? Make dinner for \$10 or less.

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:59 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Marilyn Keller [mailto:marilynkeller@gmail.com]
Sent: Monday, April 06, 2009 10:40 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

To Mr. Dan Leavitt, Deputy
Director, ATTN: San Francisco to San Jose HST Project EIR/EIS,
California High-Speed Rail Authority, 925 L Street, Suite 1425,
Sacramento, CA 95814.

I have several concerns regarding the proposed high speed rail from San Francisco to San Jose: } #11 intro

1. The proposal that was on the ballot was misleading to those of us on the peninsula. We were lead to believe that the rail would have far fewer impacts on our community. The current plans were not accurately disclosed to the public. I don't know of anybody in Palo Alto who anticipated such a huge and loud proposal. People here are usually quite aware of what information is presented to the public. } #7 prop 1A mis-informed

2. I can't believe that the anticipated ridership numbers begin to make sense. Why would so many more trips be expected between the bay area and southern California than currently occur for daily commuters between San Jose and San Francisco? Commuters use the train up to ten rides per week. Riders going further would be far less numerous. Therefore, the true costs would far outweigh the calculated benefits. This doesn't even include costs due to negative impacts. } #6 calc. of ridership

3. The proposed tracks through Palo Alto will have many negative impacts on local transportation. Thousands of school children currently use bicycles to commute to school, many near or crossing the railroad tracks. The proposal must provide safe bicycle access for children crossing the tracks and Alma Street to and from school. If these students have to rely on cars because of increased hazards, really loud trains, or limited access, our city will become gridlocked with too many drivers. This is not improving transportation for our community or our state. This also results in more air pollution in California associated with more car trips. } #1 traffic & circulation #1 climate change 99% #1 Air Quality

4. Building the proposed rail project in the already congested peninsula will result in increased construction costs due to access limitations working on very busy streets. There just isn't room to jam in extra tracks in this very crowded area. In addition, the real estate here is about the most expensive in the world; hardly an economic place to increase a right-of-way. } #5 cost of construction #6 acquire ROW

5. Noise impacts will need to be avoided or mitigated. The proposed train will impact large neighborhoods in Palo Alto, one of the main high schools, and other local people. The current train is near ground level, which minimizes the area impacted by the train's noise. Raising the tracks will create noise not appropriate to well-established otherwise quiet neighborhoods. Real estate is too expensive for people to move if they can't take the noise. Not being able to sleep is a big impact for many people in local neighborhoods. } #1 noise #4 underground tracks

I urge you to reconsider the costs, benefits, and negative impacts. I don't think anyone voted to pay for something with such huge costs, disturbing impacts, and such minimal benefits. People on the peninsula will fight this poorly thought out plan to the end. } #11 conclusion

Marilyn Keller
3476 Waverley Street
Palo Alto, CA 94306

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:59 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: James Kempf [mailto:james.kempf@sbcglobal.net]
Sent: Friday, January 30, 2009 7:42 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I live in Mountain View and I travel often to Japan and Germany for business. In these areas, high speed rail often goes underground or on viaducts rather than at ground level especially in heavily populated areas. I have trouble envisioning a high speed rail running at ground level or slightly elevated through downtown Mountain View because it is so densely populated.

The best option I believe is to completely move the rail line underground. In Japan, the bullet train runs through the entire length of Tokyo underground. This would open up an enormous opportunity to redevelop the city to unify what today are two halves of the city. The land above the rail line could be leased and the money used to partially fund the tunnel. Technology to build such tunnels is well developed. It would be expensive but it would result in a complete transformation of Mountain View's urban landscape. For it to work, it would need to be combined with a really efficient multimodal transportation center. The current center is a bit of a joke. Most Japanese cities would be ashamed to have such a poor excuse for a train station. Americans like the fact that the station building is "historic" but so are pit toilets. It doesn't mean we put them in a place where they need to play a central part in people's daily lives.

If this option isn't viable, then I would suggest running the line on a viaduct along the route of 101, and putting a multimodal transit center (maybe moving the poor excuse in downtown Mountain View) at the Moffet Park light rail stop. This could combine the light rail with the high speed train. A viaduct would probably be cheaper but placing the transit connection outside of downtown would result in much inconvenience for people who have to change. One of the worst problems with American transit systems is the poor interconnection. The VTA light rail doesn't even go to the airport or San Jose train station for example. A European or Japanese transit planner that set up such a system would never see another job.

Finally, you may want to consider running the line through or under the San Jose airport and the San Francisco airport. Again, integration of transit is the key, where people can *walk* from one transit modality to another and not have to take a 30 minute ride on another modality with 10 minute wait to catch it. This would allow getting off a plane from Europe and onto the high speed rail for a trip to LA or Portland, rather than taking another plane. And that is the key to reducing the carbon footprint of our transportation system, and thereby saving the world.

James Kempf
Mountain View, CA

#2 underground
#1 air rights
#3 coordination
#2 station

#2 alt route

#3 airport access

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:02 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Peggy Kenny [mailto:peggywrites@yahoo.com]
Sent: Thursday, January 29, 2009 10:37 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Hello!

I support high speed rail, and support its path through the peninsula. However, that support is based on my prior understanding that the tracks would be underground, with park area above.

#2
underground
greenway

I would definitely not support elevated tracks through residential neighborhoods, for reasons of safety, serenity, and aesthetics. The risks to children who attend schools near the tracks, and have to cross the tracks to attend other schools is simply too much. Such a plan does not meet the test of common sense, and should be abandoned in favor of the underground option.

#1
safety
noise
aesthetics
public sense

Thank you,
Peggy Kenny
Palo Alto, CA

Kris Livingston

From: Peggy Kenny [peggywrites@yahoo.com]
Sent: Tuesday, March 17, 2009 1:48 PM
To: HSR Comments
Subject: HSR: San Francisco Peninsula segment

I fully support the HSR along the San Francisco Peninsula, under these conditions:

1. The tracks are underground
2. There is a stop in Palo Alto to serve Stanford and the Peninsula area

Thank you,
Peggy Kenny
Palo Alto

] #8 support

] #2 Tunnel

] #6 ~~stop~~ #2 Station in
Palo Alto

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:03 PM
To: Kris Livingston
Subject: FW: HST

-----Original Message-----

From: Floyd Kessler [mailto:fkess05@sbcglobal.net]
Sent: Thursday, January 29, 2009 9:32 AM
To: HSR Comments
Cc: Nina Bell
Subject: HST

Do not plan to use the SP tracks on Alma Street for the 220mph HST. This plan will be a danger to the safety of the Palo Alto community and it's residents. If you must have it move it to the 101 corridor not in the middle of our city. It's unconscionable that it could even be considered.

Floyd S. Kessler
4272 Los Palos Avenue
Palo Alto, CA 94306

#2 speed.
#1 safely
#2 Alt route

San Jose to San Francisco Scoping comment on a small postcard by Floyd Kessler

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public svc

#6 prop value

#1 bio

#1 aesthetics
air quality

Name	Address	Additional Comments on the Card
Floyd Kessler	4272 Los Palos Ave, Palo Alto 94306	None

Kris Livingston

From: info@hsr.ca.gov
Sent: Friday, March 13, 2009 7:30 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Brian Kilgore
Company: n/a
Pphone: 650-646-8013
Email: bkilgore05@gmail.com
Website:
Comment:

Mr. Dan Leavitt - Deputy Director ATTN: San Francisco to San Jose HST Project EIR/EIS California High Speed Rail Authority 925 L Street, Suite 1425 San Francisco, CA 95814 re: scoping period comments Mr.

Leavitt, I am writing to express my extreme concern and dismay at how the CA HSR Authority is proceeding with plans to develop high speed rail from San Francisco to San Jose through the existing CalTrain corridor.

The proposed elevated track plan would be a disaster for much of the peninsula in many regards. The elevated tracks, with sound walls, would represent the largest, contiguous, intentional installation of blight to be found anywhere in this country. The few drawings and simulations I have seen of what elevated tracks might look like are horrendous. A massive concrete wall dividing communities, literally and figuratively, would be a disaster for all the communities this wall passes through. How many homes will be consumed via eminent domain as fodder for this project? How will these people be compensated for the unnecessary destruction of their homes and property? Considering that the San Francisco Peninsula has some of the highest property values anywhere in the country, the HRS Authority should be prepared to pay realistic, and appropriate compensation for affected land owners. Does the HSR have the deep pockets to fund this land grab? Imagine 46.9 miles of overpass and sound barrier wall, and the related, yet to be disclosed underpasses to complete grade separations, likely to be covered with graffiti, planted in your neighborhood. Unacceptable, no matter how it is considered. The 40 foot height of the proposed elevated tracks and sound wall is completely out of proportion of the communities through which it will pass. Who wants to live in the shadow of such a structure? Such a structure will cast a long shadow, blocking views and sun. The noise from high speed rails is tremendous, and projecting from an elevated platform, means that very few people on the peninsula will be spared the nearly constant shriek of trains as they speed by every few minutes. In addition to the shrieking of the train as it speeds past, the associated dust cloud that it will generate, and subsequently rain down on near by residences would likely be a severe health hazard, has this hazard been considered, studied, and evaluated? I doubt it. I live close to the CalTrain tracks, and I can tell you with certainty that I do feel the trains as they go by. I can't imagine having my home vibrated every few minutes as a seemingly endless parade of trains races by. Trains racing by on a constantly settling mound of debris and crushed rock contained within the elevated walls will probably make an excellent source for vibrations for even more people to experience, unfortunately. How will the HRS mitigate this? The specter of literally years of heavy construction almost in my back yard as this project develops, is hard to imagine. I imagine that HSR Authority will insist on a 24/7 construction schedule. This is completely unacceptable. People can not be expected to live, and maintain any semblance of a quality of life under such conditions. Statements made by Mr. Spaething at the project information meeting in Palo Alto February 26th, that property values close to this abomination will increase in value, are patently absurd. I find the credibility of the CA HSR Authority to be minimal. Who in their right mind would consider having an elevated train in their back yard an improvement? It is clear to me that the only acceptable way to have HSR between San Jose and San Francisco is to put it underground, or to not have it at all. If the HSR, CalTrain, and Southern Pacific trains were to run underground, virtually all of the issues that are of paramount concern to residents along the

#11 Intro

#1 Aesthetics
Community
Separation
#2 Elevated

#6 Eminent
domain
Property values

#2 Bleaked tracks
Grade separation

#1 Aesthetics
Noise

#1 Noise
Safety
Air quality
Hazards

#1 Vibration
MMs?

#1 Construction
impacts

#6 Property value

#2 Elevated

#2 Tunnel

proposed corridor are mitigated. Noise, vibration, dust, visual blight, the destruction of communities and personal property, and 24/7 construction concerns all go away. An added benefit of underground trains is that significant safety concerns are mitigated as a result of underground trains. For example, underground trains dramatically reduces the chance of anyone, or anything, straying onto the tracks. Controlled access to tunnels at a few points further enhances the security of trains, passengers, and surrounding communities. A train derailment, or similar unforeseen disaster would be contained to the tracks, not projected into a neighborhood. Imagine the death and destruction caused by a train derailling at 125 mph and rocketing into a neighborhood from an elevated track. Seismic hazards that are likely to impact the HSR must be thoroughly evaluated, and mitigated. Considering that the probability of a large, magnitude 6.7 earthquake will strike the SF Bay area in the next 30 years is 63% <http://pubs.usgs.gov/fs/2008/3027/fs2008-3027.pdf> and that the shaking from such an earthquake is expected to be "strong" to "violent" <http://www.abag.ca.gov/>, seismic hazards can not be ignored. Underground trains, in properly built tunnels, would be nearly immune from the affects of strong ground shaking associated with the large earthquakes that are expected in the SF Bay area in the next 30 odd years. The affects of liquefaction associated with earthquake shaking, are also eliminated in an underground train system. Furthermore, should CalTrain/Southern Pacific relinquish the right of way of their existing tracks after the completion of the tunnel system, and that space is converted into what could be one of the worlds greatest urban green ways, the CA HSR Project would be considered a marvel of engineering, safety, aesthetics, and environmentally green construction. I feel that the no build option is also just as viable an option as the tunneling option. Considering the astonishing cost to build the peninsula segment of the CA HSR, \$5B to \$10B, if I recall correctly, the no build option must be given serious attention. The proposed HSR project is designed to transport passengers from San Francisco to San Jose in 30 to 40 minutes. Existing CalTrain Baby Bullet trains perform the same service in about 57 minutes. Previous studies of an electrified CalTrain, for example <http://www.arch21.org/0800part3.html> suggest that depending on the electrification technology used, time savings switching CalTrain from Diesel to electric power between San Jose to San Francisco could be at least 7 minutes, and as much as 23 minutes. Apparently, an electrified CalTrain could replace the proposed HSR in terms of type, and performance of service. The fact that existing CalTrain infrastructure could be modified to essentially fulfil the goals of the CA HSR can not be ignored. I propose that the no build option, combined with the necessary infrastructure upgrades to coordinate HSR terminating in San Jose with other major Bay Area mass transit options (electrified CalTrain, BART extended to San Jose, Santa Clara VTA Light Rail and bus systems) would advance the success of the CA HSR Project much more than an uncoordinated rail line terminating in San Francisco. Respectfully, I wish to express my opposition to a surface extension of the CA HSR between San Jose and San Francisco, either elevated or at grade. The destructive impacts imposed on all the communities on the SF peninsula along the CalTrain/HSR corridor as a result of the proposed surface HSR route are difficult to imagine and the unnecessary. Tunneling, at least through residential areas, would mitigate virtually all of the negative impacts associated with the surface implementation of the HSR system. Furthermore, an underground train system would enjoy significant safety benefits, unavailable to an above ground system, including seismic safety, securing the trains and tracks, and related equipment. Finally, the no build option; terminating the HSR in San Jose and spending a fraction of the expected \$5B to \$10B that would have gone into HSR up the Peninsula, into improving and coordinating existing mass transit options with HSR trains in San Jose, is a reasonable, and very realistic alternative to the current proposal. Sincerely, Brian Kilgore

31 Roosevelt Circle Palo Alto, CA 94306

Construction
impacts

#1 Noise
Vibration
Aesthetics
Community
Separation
Safety/Security

#1 Geology
#2 Tunnel

#2 Greenway

#2 No Build

#4 Baby Bullet
Electrification

#2 No Build

#3 Caltrain upgrades
System transfer

#9 Opposition

#1 Construction impacts
Operational impacts

#2 Tunnel

#1 Safety

#2 No Build
Terminate in
San Jose
#3 Improve +
Coordinate
Current service

Kris Livingston

From: Margaret Kim [margaret@mandk.com]
Sent: Friday, April 03, 2009 12:59 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

To the California High-Speed Rail Authority:

I am a resident of Palo Alto and am very concerned about the High-Speed Rail that will be passing through our town. I am an advocate of public transportation and even voted in favor of the train. In no manner was the High-Speed Rail ever presented to our community in the configuration that is being proposed as the most efficient and cost-effective solution. #7 prop 1A

I live within a block of the train tracks, and have always accepted the presence of the train as a characteristic of this neighborhood; this is not a case of NIMBY. I feel I am a reasonable person and am only asking for reasonable solutions. A 15+ foot tall wall (+add the train and increased noise) running the length of the Peninsula corridor will be a BLIGHT, not to mention a graffiti magnet. #1 Aesthetics

I understand that other options are being explored, but I would like to emphasize that the option of raising the tracks should NOT EVEN BE A CONSIDERATION. Some communities have no objections, as the tracks are surrounded by commercial zones and newer residences that have been built with the additions to the rail corridor in mind. In Palo Alto, the rail runs through the heart of our community, surrounded by historic neighborhoods and biking/walking paths. Does it speak to you at all that, although we are only second to San Francisco in Caltrain ridership, Palo Alto objects to what is being proposed as well as to the manner in which decisions are being made? #2 Alt. alignment #1 historic resources

I have heard many alternative suggestions from my fellow citizens, and here is my two cents on what I think would be the most viable. I would like to propose either of the two. #11 intro

1. Why can't Caltrain and the CA High-Speed Rail Authority work together to share the tracks and keep them at the level they are now? #3 coord. w/ other agencies
I have heard that, in Europe, there are instances where the local commuter trains and the hi-speed trains DO share the tracks in more populated areas. Of course, this will slow the hi-speed a tad (but not by that much with the improvements to the Caltrain tracks), but allow the passengers to remain on the same train for the duration of the ride all the way to San Francisco. The hi-speed train can also be worked into the Caltrain schedule as another express train so that it can run in queue with the other trains. #2 foreign system

2. Stop the hi-speed train in San Jose and have a seamless transfer to a Caltrain express train that stops only where the hi-speed train was intended to stop in the first place (Palo Alto or Redwood City, Millbrae). This would take coordination with Caltrain, but it CAN be done. With the increased speed of Caltrain and the decreased speed of the hi-speed train going through densely populated areas, the time lost should be negligible. Of course, this will require a transfer in San Jose for those going up the Peninsula corridor, but that would be the job of the two agencies to make it as seamless as possible. #2 terminate in san jose

I feel that both of these are practical and cost-effective solutions. All it requires is COOPERATION AND SHARING. Just please do not build the proposed 15+ ft wall would be. #11 conclusion #1 Aesthetics

Sadly, although I am not happy about the eminent domain issues and would be happy if that could be avoided, MY MAIN CONCERN IS REGARDING THE ELEVATED TRACKS. #6 eminent domain #2 (no) elevated

Of course, a tunnel is the most ideal solution and I will continue to push for that with my fellow citizens; however, I know that cost is a major issue in this and am not sure a viable solution in the current economic state. The same could be said about trenching. But I would vote for these AT ALL COST over the raised track concept. #2 underground

Do we really need to build this monstrosity? #11 background

I am all for the hi-speed train. I would use it. I use Caltrain now. I will use it more with the improvements and the added trains. Will it be noisier at my house? (The trains even rattle my windows as it goes by.) Absolutely, but I accept it. But having the elevated tracks is TOO HIGH OF A PRICE TO PAY. #1 nose
#2 (no) elevated tracks

Please understand that many of us love the idea of the hi-speed train. But a project like this that affects so many people in so many different ways needs more support from the affected communities, and THERE IS A WAY TO GAIN OUR SUPPORT. Please listen to our concerns AND address them. I think some are fearful that as much listening as you are doing, we are being told that (and I, personally, have heard this stated by Mr. Oiridon at a community meeting), ultimately, it is at the discretion of the CA High-Speed Rail Authority as to whether those concerns will actually be addressed. I cannot stress enough: please listen AND act. Now is your chance to show that you are willing to work with us and to make a concerted effort to gain our support. #11 Conclusion

Sincerely,

Margaret Kim

1111 High Street, Palo Alto, CA 94301
margaret@mandk.com
650-473-1530



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): Claire Kirner City: Palo Alto State: CA Zip: 94306

Title (if applicable): _____ Phone: 650-561-4032 Fax: _____

Organization/Business (if applicable): _____ E-mail: chkirner@comcast.net

Address: 3934 Nelson Drive Palo Alto, CA 94306

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Please put this UNDERGROUND.

1 #2 underground

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 241

Kris Livingston

From: Claire Kirner [chkirner@comcast.net]
Sent: Sunday, April 05, 2009 10:43 PM
To: HSR Comments
Subject: San Francisco to San Jose HSR

SCOPING COMMENTS:

- I see on your website that the trip visualization function (<http://www.cahighspeedrail.ca.gov/map.htm>) for the SF to Los Angeles route has a visualization of a train traveling along the bay, and the next picture is of Diridon Station in San Jose. I would like to see visualizations of HSR across the Peninsula as it goes through Menlo Park, Palo Alto, etc. I would like to see visualizations of HSR travelling along the Caltrain corridor, elevated to the levels currently being discussed.

#7
Visual/2nd
Info request

-How will you ensure that pedestrian and bike routes in cities such as Palo Alto do not get entirely disrupted?

#1
traffic

-Palo Alto is seeing a huge growth currently in its school aged population. How will HSR affect Gunn High School students biking to school along Charleston and crossing over what are currently the Caltrain tracks on their way?

#1 Public
services
schools

- If cars, bikes, and pedestrians go under the tracks at the Alma/Charleston intersection in Palo Alto, how will bike and pedestrian safety be ensured? Cars travel at relatively high speeds on Alma/Central Expressway, and if they are turning into a tunnel of some sort, will they be able to adequately see pedestrians and bikers?

#1
traffic
Safety

- Earlier reports stated that there would be low noise/visual impacts to surrounding communities. I would like to have the entrance of the Greenmeadow Park on Greenmeadow Way (Palo Alto) be a test point for visual, vibration and sound impacts of HSR at it's maximum usage capacity (40 trains/hour, I believe...)

#1
visual
#1
vibration
noise

-How will noise and visual impacts (such as the ones tested in the question above) be mitigated for residents of impacted areas?

#1
noise

-Will people who lose their homes to eminent domain because of this project be able to keep their property tax status (number of years owning their home which affects their tax rate)?

#6
eminent
domain

- I would like to see specific data pointing to real estate trends in parts of towns near HSR train routes. I'm not saying in towns with an HSR station, but simply, towns through which the HSR travels. If real estate values are negatively affected, how will property owners be mitigated?

#6
property
value

-How will you mitigate the traffic, noise, and pollution impacts of construction during the HSR building process for neighboring residents?

#1
Traffic
noise
Air quality
construction
impacts

Please feel free to contact me if you need clarifications about anything stated above:

-Claire Kirner
3934 Nelson Drive
Palo Alto, CA 94306
650-561-4032
chkirner@comcast.net

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:00 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Luisa Montaini-Klov Dahl [mailto:drluisamk@sbcglobal.net]
Sent: Friday, January 30, 2009 11:21 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear Sir or Madame,

I am a resident and work in the Charleston Meadows Neighborhood of Palo Alto, CA, home to 350 of my neighbors and friends.

After last night's meeting, my concerns have grown regarding the lack of specific information regarding the size, timing and type of construction, environmental impact and how to include substantive feedback from the local communities impacted and process to assist impacted and displaced businesses, families and communities.

#7
info request

Previously I wrote about the grave concerns regarding plans of expansion and eminent domain along the existing CAL Trans corridor running adjacent Alma Avenue.

#6
eminent domain

The expansion through our city would negatively impact the community, including one of our high schools, area parks, residences and local businesses.

#6 economic impacts

#1 public sc
parks
community impact

Although there might be a perception that eminent domain would compensate any displaced residents with a fair market value for their homes, there are additional consideration for these families. For example, displaced residents could face the difficulties of securing an affordable interest rate and higher property taxes, financially forcing some to move out of this community we call home. These burdens need to be considered when evaluating compensation.

#6
financial
false
compensation

I need to underscore that my belief is that the expansion must not occur along the existing Cal Trans corridor, due to the harm it would cause to the community, and local residents.

Regards,

Kris Klov Dahl
Realtor in Palo Alto Coldwell Banker
4153 Park Blvd
Palo Alto, California
510.334.3130

Luisa Montaini-Klov Dahl, Ph.D.
Licensed Psychologist
4153 Park Boulevard
Palo Alto, California 94306

I-SC 243

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:00 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Luisa Montaini-Klov Dahl [mailto:dluisamk@sbcglobal.net]
Sent: Thursday, January 29, 2009 8:01 PM
To: HSR Comments
Cc: cma_neighborhood@googlegroups.com
Subject: San Francisco to San Jose HST

Dear Sir or Madame,

I am a resident and work in the Charleston Meadows Neighborhood of Palo Alto, CA and have grave concerns regarding plans of expansion and eminent domain along the existing CAL Trans corridor running adjacent Alma Avenue.

The expansion through our city would negatively impact the community, including one of our high schools, area parks, residences and local businesses.

Although there might be a perception that eminent domain would compensate any displaced residents with a fair market value for their homes, there are additional consideration for these families. For example, displaced residents could face the difficulties of securing an affordable interest rate and higher property taxes, financially forcing some to move out of this community we call home. These burdens need to be considered when evaluating compensation.

I need to underscore that my belief is that the expansion must not occur along the existing Cal Trans corridor, due to the harm it would cause to the community, and local residents.

Regards,

Kris Klov Dahl
Realtor in Palo Alto Coldwell Banker
4153 Park Blvd
Palo Alto, California
510.334.3130

#6
eminent
domain

#1 public
service
park/open space

#1 community impact
#6 economic impacts

#6
eminent
domain

#6 financial
compensation

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:37 PM
To: Kris Livingston
Subject: FW: SF to SJ HST

From: Naphtali Knox [mailto:knoxnaph@gmail.com]
Sent: Wednesday, March 04, 2009 1:23 PM
To: HSR Comments
Subject: SF to SJ HST

I'm all for high-speed rail, and Palo Alto voted for it overwhelmingly. But, as always, we have a lot of naysayers. When it comes to change, "No, we can't."

That said, I think underground will be the only way to go through urban areas (I consider downtown Palo Alto urban). I personally have experienced the separations and blight caused by "the elevated" west and south of the University of Chicago campus and the elevated Illinois Central tracks along the east boundary; and there was the horrendous "Chinese Wall" that was eventually torn down on the north side of the University of Pennsylvania campus in Philadelphia (not to mention a few ill-fated elevated freeways in San Francisco). Above-ground is always short-sighted, even when it comes to simple power lines. Can you imagine BART elevated through downtown Berkeley?

Now is the time to get it right, and engineers, planners, and the tax-paying public will just have to get used to the idea of paying the extra costs for undergrounding. The social and monetary costs of building above ground and then having to tear down and replace decades later are much higher.

--
Naphtali H. Knox, FAICP
General Plans
1025 Forest Avenue
Palo Alto CA 94301
415-699-7333

Editor, *Northern News*
http://www.norcalapa.org/pages/chapter/chapter_newsletter.htm

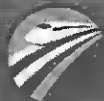
#8 support

#3 tunnel

#1 Aesthetics
#2 foreign system

#5 construction cost

#2 underground



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Milbrae

☒ February 25 - Palo Alto

☐ March 4 - Redwood City

Name (please print):

ROGER K. KOHLER

City:

State:

Zip:

Title (if applicable):

Phone:

Fax:

Organization/Business (if applicable):

E-mail:

Address:

4291 WILKIE WAY PALO ALTO CA. 94306

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

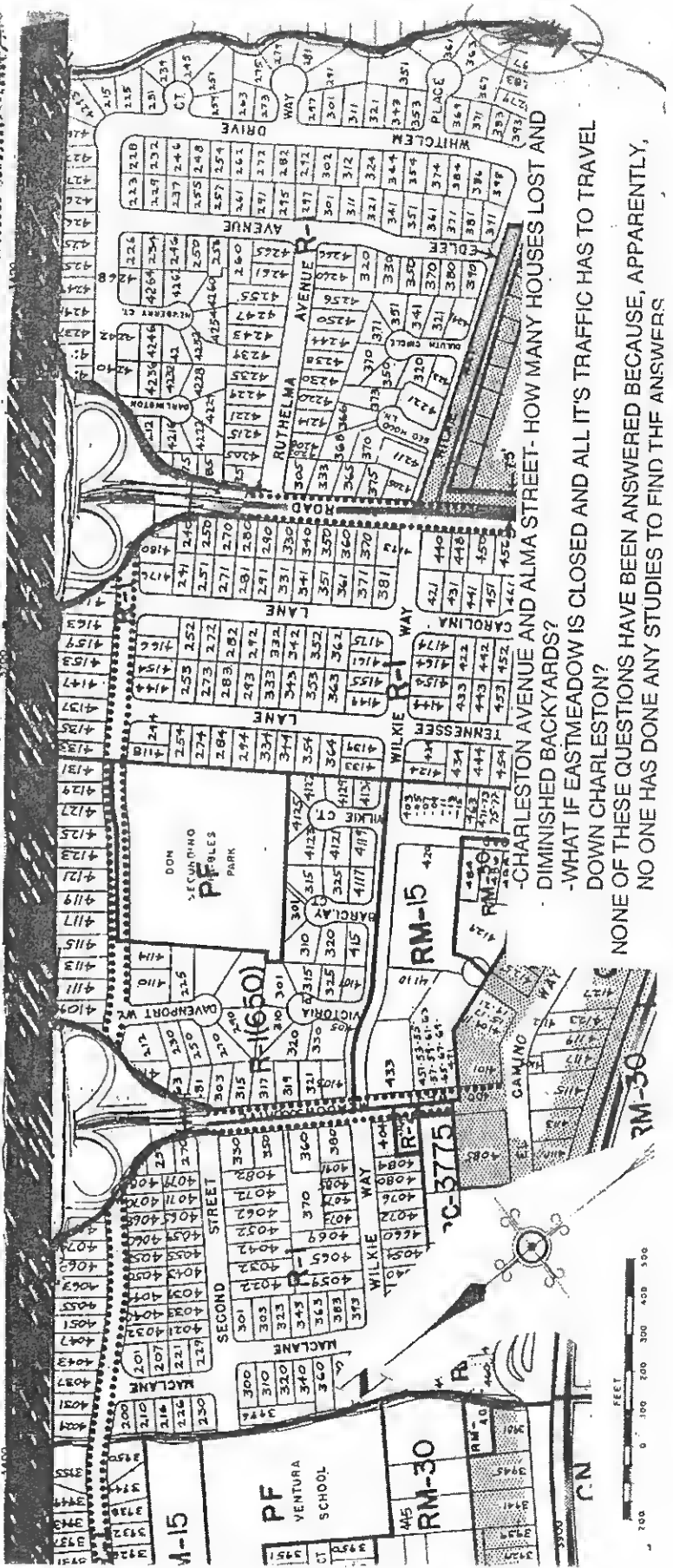
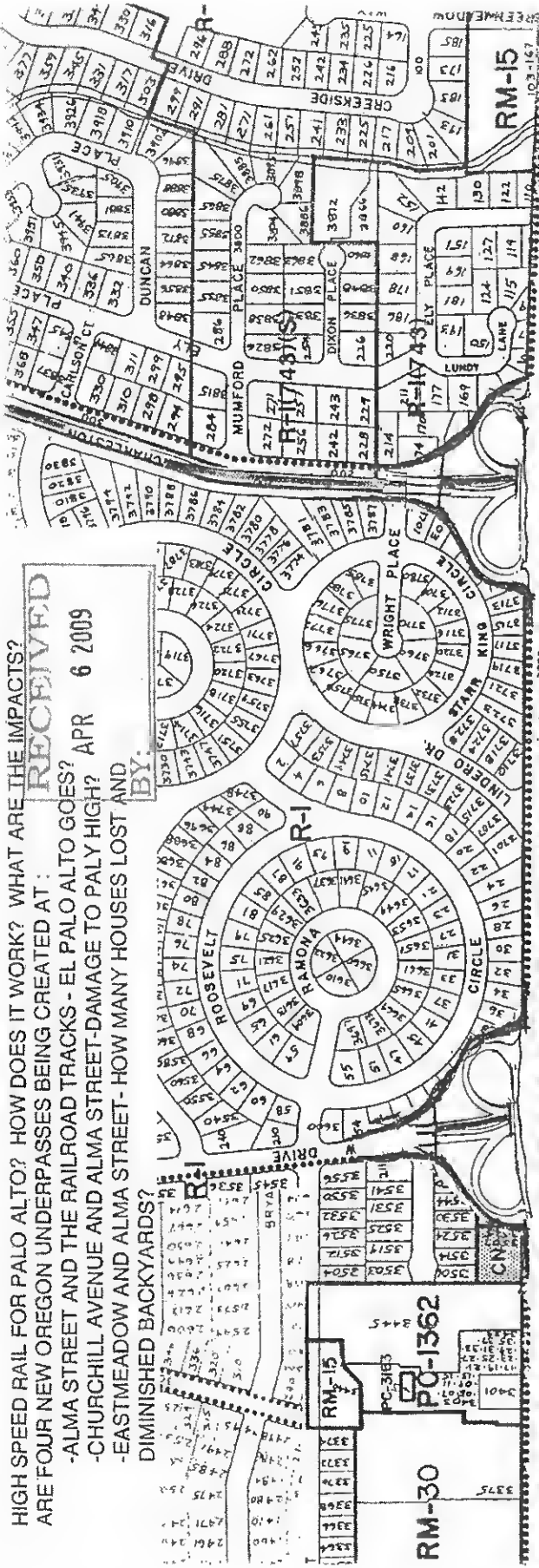
- ① - PLEASE RESOLVE RAIL CROSSING AT EAST MEADOW AND CHARLESTON AVE - SEE ENCLOSED MAP #2 rail crossing
- ② HOW DO YOU PLAN ON SAVING PALO ALTO'S HISTORIC TREE? EL PALO ALTO - #1 BLO
- ③ HOW DO YOU PLAN ON SAVING PALO ALTO'S HISTORIC TRAIN STATION? #1 Cultural Historic Resources

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 246

HIGH SPEED RAIL FOR PALO ALTO? HOW DOES IT WORK? WHAT ARE THE IMPACTS?
 RECEIVED
 ARE FOUR NEW OREGON UNDERPASSES BEING CREATED AT:
 -ALMA STREET AND THE RAILROAD TRACKS - EL PALO ALTO GOES?
 -CHURCHILL AVENUE AND ALMA STREET-DAMAGE TO PALY HIGH?
 -EASTMEADOW AND ALMA STREET-HOW MANY HOUSES LOST AND
 DIMINISHED BACKYARDS?
 BY:



-CHARLESTON AVENUE AND ALMA STREET- HOW MANY HOUSES LOST AND
 DIMINISHED BACKYARDS?
 -WHAT IF EASTMEADOW IS CLOSED AND ALL IT'S TRAFFIC HAS TO TRAVEL
 DOWN CHARLESTON?
 NONE OF THESE QUESTIONS HAVE BEEN ANSWERED BECAUSE, APPARENTLY,
 NO ONE HAS DONE ANY STUDIES TO FIND THE ANSWERS

Kris Livingston

From: akramer@askergoworks.com
Sent: Sunday, April 05, 2009 6:07 PM
To: HSR Comments
Subject: Letter to HSR

April 5, 2009

To the Members of the High Speed Rail Authority:

As a concerned resident of Palo Alto I write to express my deep concerns as it relates to the proposed High Speed Rail (HSR) project. After attending several city council meetings on the HSR it has become quite apparent that the November ballot measure failed to provide adequate notice and information to the voters in regards to the environmental impact and did not include residents in the process.

#7 pwp 1A
misinformed

In addition to not including residents in this process, in its current form the HSR project is fiscally irresponsible to all California taxpayers. California is facing one of its worst financial crisis in history and in the midst of this crisis California taxpayers are being asked to fund the HSR through the Peninsula where Caltrans is currently running. The suggestion of running the track from Los Angeles to San Jose would offer the benefits of a high speed rail with far less impact to local residents. If the HSR were to terminate in San Jose, it could then link to the existing Baby Bullet train from San Jose to San Francisco. Why build a new rail when the existing one is already in place at no cost to taxpayers, no impact to peninsula residents and offers Caltrans the potential for increased ridership?

#5 construction
costs
#5 funding
sources
#2 terminate
in San Jose

I urge the HSR Authority to consider the local residents and include our input as this process continues. It is imperative that this project continue in an environmentally sensitive fashion as not to harm the quality of life for Peninsula residents.

#11 conclusion

Sincerely,

Anne Kramer
Palo Alto Resident

Kris Livingston

From: David Kramer [Dkramer@askergoworks.com]
Sent: Wednesday, March 18, 2009 10:48 AM
To: HSR Comments
Subject: High speed rail

HSRA

What steps are being taken to protect the rail system from attack?

Will there be security check points before entering the train?

Have these costs been adjusted in to the profitability of the train?

An Above grade train makes a very easy target.

Each under pass is a weak link.

Why do I think the first thing was to get this approved and worry about the details latter?

#1 Safety

#5 Cost/Benefit analysis

#2 Grade separations

David Kramer

Ergo Works, Inc.

420 Olive Avenue | Palo Alto, CA 94306

Tel 650.322.9775 | Toll Free 866.275.3746 | Fax 650.322.9770

dkramer@askergoworks.com | www.askergoworks.com



Kris Livingston

From: George Krueger [g.p.krueger@sbcglobal.net]
Sent: Sunday, April 05, 2009 11:20 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

WE ARE LONG-TIME RESIDENCE OF PALO ALTO, OVER 50 YEARS, AND HAVE A "VESTED" INTEREST IN THIS BEAUTIFUL CITY. THE PROPOSED HIGH SPEED TRAIN PLAN IS AN INSULT TO THE DIGNITY OF OUR FINE ENVIRONMENTALLY GRACIOUS LIVING..

#11
back
ground

WE DO NOT WANT OR NEED NORTH AND SOUTH WALLS, WITH 100 MPH TRAINS EVERY 5 MINUTES, DIVIDING OUR CITY EAST AND WEST. WE STRONGLY SUGGEST THAT THE PROJECT IS BUILT ON THE PACHECO CORRIDOR IN THE EAST BAY.

#1 ET community
separation
#2 alternate route

WE VOTED AGAINST PROP 1A IN NOVEMBER, IT DID NOT MAKE SENSE THEN AND AFTER ATTENDING SCOPING MEETINGS IT MAKES EVEN LESS SENSE NOW. IF THIS PROJECT IS BUILT, WE IN PALO ALTO WILL DREAD THE OLD SAYING "THERE GOES TO NEIGHBORHOOD". PROPERTY VALUES ALONG THE LINE WILL DECREASE SUBSTANTIALLY. WE LOVE THIS CITY, DON'T DESTROY IT WITH THIS SENSELY PROJECT.

#7 prop 1A
#6 property
values
#11 conclusion

GEORGE & PATRICIA KRUEGER
161 LUNDY LANE
PALO ALTO, CA
94306

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:44 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose Hst

-----Original Message-----

From: Barbara Krzyczkowska [mailto:barbarak_cpi@sbcglobal.net]
Sent: Sunday, March 01, 2009 8:51 PM
To: HSR Comments
Cc: barbarak_cpi@sbcglobal.net
Subject: San Francisco to San Jose Hst

The high speed train project through Palo Alto is not only going to bulldoze through neighborhoods and Palo Alto High School, it's also going to bulldoze through the relationship between citizens and the government. Muscling a high speed train through a well-established community using eminent domain as your weapon will create a Berlin Wall between voters and the government jeopardizing any future public works projects. Neither Palo Alto High School, nor the folks who own a home adjacent to Caltrain had any clue that a high speed railroad would be in their neighborhood. Many, including Palo Alto High School and the Palo Alto Medcial Clinic have invested money and planning to develop the land, and now the railroad threatens to derail all of it. Such bullying is sure to tie up the project in endless litigation. The train should either go through the Eastbay where there is more growth, end in San Jose, or possibly try the 280 corridor with a stop at Millbrae on the way to San Francisco.

Barbara Krzyczkowska
800 High Street, #105
Palo Alto, CA 94301

#1 public services

#1 ET
community separation
#6 eminent domain
#7 prop 1A misinformed
#9 opposition
#2 different alignment
#2 terminate in San Jose

Kris Livingston

From: Daniela [sydney_drk@yahoo.com]
Sent: Sunday, April 05, 2009 10:16 PM
To: HSR Comments
Cc: Daniela Kuehn
Subject: San Francisco to San Jose HST

Dear Sir/ Madam:

I would like to voice my concerns in regards to the planned HSR from San Francisco to San Jose.

Having grown up in Europe I very much appreciate the speed, convenience, and excellent travel connections by air or land that high speed trains like the ICE in Germany are offering. Bringing efficient travel alternatives to the San Francisco Bay Area and beyond would help ease the traffic congestion in California.

What concerns me greatly, though, is the plan to guide high speed trains on elevated tracks through thriving, densely populated communities. In my opinion, high speed trains in densely populated areas should run parallel to larger traffic arteries like highways or be underground. We are now being told that some route decisions are already firm, decided previously before last November's ballot. Why was this information not clearly and transparently communicated before the vote?

Should the current Caltrain route continue to present the HSR path of choice, I would urge you to consider tunneling all tracks and freeing up precious real estate above ground. This option creates great incentives for local communities to rally in support of HSR and garner additional private funding. Communities along the current Caltrain tracks could use the available land for additional "housing where the jobs are", pockets of green lung parks, a continuous bike path along the peninsula- all desirable, green, positive publicity reaping objectives. Additional housing would partially be able to cover the costs of tunneling. Tunneling will incur a higher price tag than the current design, but the cost of having elevated tracks change this beautiful peninsula for generations to come is by far greater. I see the true chance of innovation bringing unique and unexpected benefits to a fully developed area. Bringing HSR to California took visionary foresight but why stop there?

Respectfully submitted,
Daniela Kuehn
a resident of Palo Alto

#11
intro

#8
support

#2
elevated

#2
run
parallel
to traffic
#7
transparent

#2
tunneling

#6
property value
#7 land use
score
land growth

#5 cost

#2
tunneling

#11
conclusion

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:04 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Michael [mailto:sydney_runner@yahoo.com]
Sent: Monday, April 06, 2009 7:16 PM
To: HSR Comments
Cc: Michael Kuehn
Subject: Re: San Francisco to San Jose HST

Dear Sir/ Madam:

I would like to voice my concerns in regards to the planned HSR from San Francisco to San Jose as well as my disappointment about the process by which the initiative and the program are being dealt with with the people who live in the impacted areas.

#11 intro
#7 prop 1A

I have seen highspeed trains and efficient mass transport system being put in place in Europe where I grew up, and most of the solutions I have seen and benefitted from have been planned in corridors which allowed to fully maximize the speed gain and utilize the immense investment made on behalf of the government and tax payers.

All solutions I know have been bundled with corridors of other road or interstate systems, away from compactly and densely populated areas to cater to a maximum to the long distance traveler.

#1 safety
#2 compare
w/ foreign
system

The approach here, going thru highly polupated areas like the cities of the bay area compromises the high speed aspect of the travellers as well as living quality of the people of the impacted neighborhoods.

I'm greatly concerned about the plan to guide the highspeed train on elevated tracks through flourishing and densely populated areas and communities. If such integration of rail system and populated centers are necessary it got to be tunneled and underground.

#4
underground
tracks

Equally disappointed and concerned I am with the process of citizen communication, openness and dialog with the population. I attended the public hearings in the communities of the bay area recently, and I am so disappointed about the poor communication and openness upfront, way before the referendum at the November election.

#7 Prop 1A
(misinformed)

The climate is poisoned by mistrust, suspicion and anger, and a constructive opportunity is greatly missed for all impacted parties, the communities as well as the HSR program.

I urge you should you not reconsider different routes, to consider tunneling all tracks and dedicate the freed up space to community-benefiting building purposes, be it parks, commercial or other real estate options.

#2
alternate
route

#4
underground
tracks

Doesn't such an important, expensive and impacting undertaking have to consider all concerned parties, and benefit the communities at large? where is your civil responsibility?

#11
conclusion

Respectfully submitted,
Michael Kuehn
a resident of Palo Alto

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:51 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Pravin Kumar [mailto:ppk@kumarfamily.us]
Sent: Friday, February 20, 2009 11:47 AM
To: HSR Comments
Cc: Mythily Kumar
Subject: San Francisco to San Jose HST

Dear Mr. Leavitt,

We very much appreciate the opportunity to give comments and feedback on the High-Speed Rail Project.

We live at 3348 Emerson St in Palo Alto. Our street is one block away from the proposed HST railway tracks. In principal, we are very much for an HST between San Francisco and San Jose and even more in favor of an HST between San Francisco and LA. However, we have some serious concerns given that we live so close to the tracks. In order to support this proposal, we would require that the tracks be sunk below ground. This requirement is for multiple reasons. The first of which is noise, the CalTrain and freight trains create significant noise levels while transiting at their current (low) speed. A high-speed train would be intolerable. The second issue is safety. Our children cross those tracks every day to go to school. It would not be acceptable for our children to cross those tracks with an HST transiting.

Handwritten notes:
[X] Intro
#2 Tracks below ground
#1 Noise
#1 safety

Pravin Kumar
[prah-VEEN] [koo-MAR]
+1 650 283 3191
ppk@kumarfamily.us
ppk007@gmail.com

How will property be secured
if needed for grade separation?
Can Eminent Domain be used?

- ☐ #1 safety
- ☐ #2 grade separation
- ☐ #6 eminent domain

Christine Loya
126 E Charleston Rd
Palo Alto 650. 493-1597

San Jose to San Francisco Scoping comment on a small postcard by R. Lahiri

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *aesthetics
air quality*

Name	Address	Additional Comments on the Card
R. Lahiri	11842 Placer Spring Ct, Cupertino, CA 95014	None

I-5C 255

Kris Livingston

From: Info @ HSR
Sent: Monday, April 06, 2009 8:58 AM
To: HSR Comments
Subject: FW: CHSR Contact

From: info@hsr.ca.gov [mailto:info@hsr.ca.gov]
Sent: Sat 4/4/2009 9:35 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Mark Lakata
Company:
Phone: 650 704 6542
Email: mark@lakata.org
Website:

Comment:

I live in Mountain View, about a 1/2 mile from the HSR right-of-way. I realize that the tracks need to be grade separated, and I would like to support the idea of trenching and putting the tracks below grade. This will reduce visual and auditory noise and make the tracks safer. I lived for years by the raised BART tracks near the city limit of Albany and Berkeley. Berkeley, in one of it's rare intelligent decisions, required that the BART run below ground for the majority of Berkeley, only surfacing at the northern and southern ends. This made a HUGE difference to the quality of life near the tracks. In Albany, the tracks divided the city into two. We heard the train pass several times an hour. In Berkeley, the tracks were covered with the Ohlone parkway, which made the train virtually silent. The new park strip also unified of the neighborhood as a meeting point (with dog parks and playgrounds). A below grade, trenched track will be safer to. If a high speed train derails below grade, it will only affect the train itself, but if it derails above grade, it can take out a whole neighborhood. sincerely,

Handwritten notes:
#2 underground
#1 noise
#1 aesthetics
#2 under ground
#1 safety & security

Mark Lakata

Kris Livingston

From: Lorie Langdon [lorie@stanford.edu]
Sent: Friday, March 27, 2009 9:10 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear Sir or Madam:

I think there has been inadequate public notifications and input about the High Speed Rail Plans!

The deadline for input should be extended.

The inadequate publicity alerting the general population of the potential impact on them is deplorable!! The communities must be informed about the consequences of this train.

Lorie Langdon

#7 Transparency
#8 notification
#7 Community
meetings

--
Lorie Langdon
Program Administrator
Medical Scientist Training Program /
Master of Science in Medicine Program
Office of Student Affairs
251 Campus Drive
Medical School Office Building, X319
Stanford University
Stanford, CA 94305-5404
Phone 650-723-6176
Fax 650-725-7855
Email lorie@stanford.edu



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): Lee Langhammer Law

City: Palo Alto

State: CA Zip: 94306

Title (if applicable): Vice President & Publisher

Phone: 650-380-3820

Fax:

Organization/Business (if applicable): PR & Citizen

E-mail: lee.langhammer@yahoo.com

Address: 4253 Park Blvd

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices

Please comment clearly.

This project must be re-conceptualized - we cannot have an above-ground rail system splitting the entire Peninsula - some of the most sought after high-value real estate in the world. To ravage it with the high-speed rail envisioned on raised tracks & towers, with trains traveling every 3 minutes - destroys any semblance of environment, liveability, and community and ~~degrades the~~ degrades every neighborhood it touches up & down the Peninsula. Where is the land going to come from to widen the rail corridor - when the Peninsula by definition is a finite area that is already fully developed with homes & businesses & parks & schools & people? This is an urban area with a suburban neighborly feel - which is why we pay such enormous sums for housing & taxes. This train will bring blight, congestion, noise & will destroy all quality of life. Stop it in San Jose & people can take the electrified CalTrain to the City. OR, build the tunnel if you are band to take it all the way to SF - where it will DEADEND. What does that accomplish?

#6 prop value.
#1 community impacts
#2 ROW width.
#1 noise
#2 terminate in SJ.
#2 tunnel.

Do this right so it can be held as an exemplar. This is the Silicon Valley where entrepreneurship has reigned. Let's lead by example with a winning solution.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SL 258

Scoping Period Comment Form



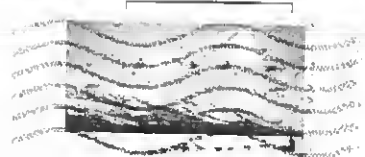
CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

c/o **HNTB**

1330 Broadway, Suite 1630
Oakland, CA 94612

SAN FRANCISCO CA 941

02 MAR 2009 PM 5 T



Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

55814+3704



San Jose to San Francisco Scoping comment on a small postcard by M. Lark

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public sc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *aesthetics
air quality*

Name	Address	Additional Comments on the Card
M. Lark	3724 Lindero Dr, Palo Alto 943D6	None

I-SC 259

171 Heather Lane
Palo Alto, CA 94303-3002

MAR 5 2009

March 3, 2009

Mr. Dan Leavitt, Deputy Director
ATTN: San Francisco to San Jose HST Project
EIR/EIS
California High-Speed Rail Authority
925 L St., Suite 1425
Sacramento, CA 95814

RE: Comments submitted here – resident in region

As a property owner/homeowner in Palo Alto, CA, I voted for HSR and support the forward-thinking plans of the Authority. I would welcome a HSR train stop in the city of Palo Alto. I think this would benefit residents, businesses, Stanford University students, etc.

#8
Support

I have become aware in our local news media of some disgruntled property owners who, because of their immediate property proximity to CalTrain right of way (and hence the forthcoming HSR lines), have embarked on recent protests against running HSR up the San Francisco Bay Area peninsula, through the city of Palo Alto and adjoining cities. Some of these property owners are now demanding an undergrounding/tunneling of HSR. I strenuously object to the idea of other city of Palo Alto property owners being "sucked into" paying for such a massive, costly, unnecessary undertaking. I have seen and ridden on HSR and semi-HSR rail lines in other regions and do not believe it will result in some sort of devastation here in California. I also object to litigious persons leading to delays and cost-overruns on this system. I look forward to action on moving ahead with HSR.

#2
underground
tunneling
#5
cost


I am confident HSR can be appropriately built all along the San Francisco Bay Area peninsula and will be an asset to the region as well as to residents and businesses in this region. I would ride HSR myself.

#8

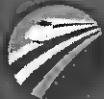
It is ridiculous that some are demanding that HSR change the northern California route, to bypass the peninsula or to terminate in the city of San Jose, requiring passengers to switch to another, slower train or alternate transportation system, to continue up the peninsula to San Francisco.

#2
speed.

Sincerely,


Karen Latchford
Palo Alto, CA

I-SC-260



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

April 6, 2009

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

☒ 2/26 Palo Alto SCC

Name (please print): JOHN P. LAUER City: PALO ALTO State: CA Zip: 94301

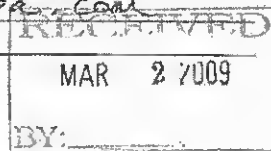
Title (if applicable): REALTOR Phone: (650) 387-6378 Fax: _____

Organization/Business (if applicable): PALO ALTO RESIDENT E-mail: jlauer@twopa.com

Address: 116 SANTA RITA AVE, PALO ALTO CA 94301

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.



THE HIGH SPEED TRAIN SHOULD BE ROUTED NORTH ON THE EAST SIDE OF THE BAY, CONNECTING SJ TO BART TO SF. 2 DIFF. ALIGNMENT

USE EXISTING INFRASTRUCTURE TO INCREASE RIDERSHIP. 2 STATION LOCATIONS 3 Shared Station Access

ACQUIRING LAND WOULD BE LESS EXPENSIVE. 6. EMINENT DOMAIN Acquiring ROW

ENVIRONMENTAL IMPACT WILL BE REDUCED.

IF IT HAS TO GO THROUGH PALO ALTO, GO UNDERGROUND. 2 UNDERGROUND TRACK

ELEVATED HST PUTS A NOISE SOURCE ABOVE GROUND. 1 NOISE

CALTRAIN PLANS PROTECTIONS. FUTURE RADIATING NOISE

12 HST TRAINS PER HOUR

COMPARE CURRENT TRANSIT TIME FROM SJ TO SF. Frequency of Trains 3 TRAVEL TIME

WITH HST TRANSIT

WHAT ABOUT INCLUDING THE TIME TO GET TO THE STATIONS, OR THE TOTAL TRAVEL TIME. 3 TRAVEL TIME

FOR INSTANCE, FLYING FROM SF TO LA TAKES 1 HR, BUT

GETTING TO/FROM THE AIRPORTS TAKES ADD'L

2 HOURS

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

MORE COMMENTS BY EMAIL

I-ST-261

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:02 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Lawrence, Karen H. [mailto:khcl@slac.stanford.edu]
Sent: Thursday, January 29, 2009 11:26 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

I have just learned that the high speed train from between SF and LA will be going thru a densely populated part of central Palo Alto and may also involve substantially widening the track area to accommodate this train. I am not able to go to the public meeting, but my first reaction is concern about noise and particularly a major expansion of tracks in that area. If it were just more trains coming thru the existing channels, I would be less concerned, but the expansion is troubling. Is there a website with more information?
Karen Lawrence

#2
ROW
width
#7
info request



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☐ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): Jeanne H Lazar

City: Palo Alto

State: CA

Zip: 94301

Title (if applicable):

Phone: (650) 326-5561

Fax:

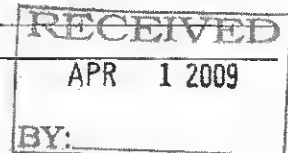
Organization/Business (if applicable):

E-mail:

Address: 1568 Mariposa Avenue

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.



The High Speed Rail, as presented currently, will run right through my neighborhood in Southgate. I know it will affect the quality of life adversely and ^{the drop in} our home values ~~are~~ is already being felt.

#6 Property Value

#5 Est. Social
#1 Comm. Impacts

I feel that the project needs to be done, taking into ^{consideration} what is here now - a city - in fact, a corridor of cities that value esthetic ~~considerations~~ and neighborhood connectedness. If the rail comes through our town, it should go underground.

#2 underground

① I don't want the train to stop here. No station in Palo Alto

#3 Station Stop

② A surface-level system is unacceptable

#2 underground

Jeanne Lazar

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-5C 263

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:41 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose

-----Original Message-----

From: Rita Leard [mailto:ritaleard@yahoo.com]
Sent: Monday, March 02, 2009 11:54 AM
To: HSR Comments
Subject: San Francisco to San Jose

Dear Reader:

I want to add my voice to the growing number of citizens who oppose routing the HSR from LA-#9 oppose San Francisco through the Peninsula. I am a strong proponent of HSR, gladly voted for the ballot initiative to support its funding and was very pleased the initiative passed.

However, this densely populated string of vibrant communities would be destroyed by putting the HSR along the tracks of the current commuter rail line Cal Train. Reconfiguring these tracks for HSR would require either tunneling the tracks (at tremendous expense -- money that is desperately needed elsewhere in our state, e.g. education, healthcare) or elevating the tracks, causing the construction of enormous walls that would ruin living here. #2 tunnel or elevate #2 aesthetics

I am also a strong proponent of building high density housing near transportation hubs in the area to decrease our dependence on cars. However with HSR through the Peninsula, fewer people would want to make the investment to live here because of the negative impact on the quality of life. #1 population housing #1 land use #6 TOD

I recently read about an alternative to routing HSR through the Peninsula that I thought was brilliant in its simplicity. Build the HSR to existing rail hubs in Santa Clara/San Jose. These passengers could then change trains to Caltrain to complete their journey to San Francisco or points in between. Caltrain could add more of the terrificly efficient Baby Bullet trains to make this leg of the trip quiet pleasant. #2 terminate in San Jose

While the dream of a HSR line absolutely directly from LA to San Francisco is laudable, it just is not practical. Let's not destroy the Peninsula -- one of the country's truly wonderful places to live and work -- just to fulfill some dream. Let's do what makes sense. Let's not waste money. #1 conclusion #5 cost/fund. sources

Best regards,
Rita Leard
Palo Alto

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:04 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Bruce Liedstrand [mailto:liedstrand@mac.com]
Sent: Monday, January 26, 2009 3:15 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

As you proceed with the planning for the high speed rail line between San Jose and San Francisco, it is essential that you integrate the rail line into the existing communities on the Peninsula. This is a long-term investment of public money and it must be done in a way that enhances the quality of life in these communities.

Please evaluate fully the costs and benefits of at least the following three alternatives:

1. At grade, like the existing Caltrain line, but with full length security walls and fences.
2. In the air on a structure that permits free flow of people and vehicles at grade underneath the structure.
3. Underground in a fully covered subway, with the opportunity for a new street or other public or private use above the rail right of way.

If the second and third alternatives are more expensive, please evaluate fully the potential for funding the additional expense by capturing some of the increase in private property values that will be caused by the new rail line.

Please add me to your communication list and keep me informed of your response to my request and of all further developments.

Thank you.

Bruce Liedstrand

Community Design Strategies

Liedstrand Associates
112 Bentley Square
Mountain View, CA 94040
650 428 1700

Liedstrand@mac.com

We believe in the power of good ideas.

#6
cost/benefit
analysis
#6
prop value

#7
info request

From: Cheryl Lillenstein <clillenstein@me.com>
Date: March 2, 2009 11:49:26 PM PST
To: Peter Drekmeier <pdrekmeier@earthlink.net>
Subject: fantastic opportunity: high speed rail

Ahoy, Mayor Drekmeier, time for some leadership!

So, Ok the city counsel is a skittish, and are acting as if they have no power against these "bureacrats" What small thinking... Sbeesh, we WON this election and WE are ready to rock. Meanwhile, the nimbys are loud. I understand their fear, we've lived such a long time of being pressed into submission. But...we have an incredible opportunity here!

Time for visionaries to step up to the plate!

Here is my vision for the high speed rail:

1. Tunnel it, *#2 tunnel*
2. Have a beautiful station in Palo Alto, featuring THE THOUSAND YEAR OLD TREE, and solar panels. And, it's not a new idea, but a Municipal Electric car rental and bike rentals at the new and beautiful El Palo Alto multi-mode solar power transit center. (You stop here, Have a cup of apricot nectar, check out the events in town at an information kiosk, get maps of the city, while you plug in your iPhone for free. Wireless internet.) *#1 biological resources, #4 Alternate technologies, #2 station design location*
3. Palo Alto UNITES ITSELF by claiming the Caltrain corridor (by eminent domain? or a deal with Caltrain or some other legal mechanism?) and uses the land value to mitigate the cost of tunneling, or for public purposes that ENHANCE property values, AND quality of life and community! *#6 eminent domain, #6 property values, #2 tunnel*

Here are some possible GREAT IDEAS FOR THE LAND ABOVE THE TUNNEL!
ABOVE ALL MAKE IT BEAUTIFUL and GREEN!

- A: Build (some!) low income housing, and get HUD money for land acquisition/ building *#1 population/housing*
- B. Fruit orchards: re-establish our heritage *#1 biological resources*
- C. Recreation areas: a few tennis courts? Picnic areas? Waterplay? *#1 Recreation & open space*
- D. Dedicated bike lane, with municipal outdoor cafes. *#1 traffic & circulation*
- E. Micro transit pathways to mitigate traffic into downtown and the HSR station: use tiny electric vehicles, six passengers like in zoos: they stop at the new cross streets. *#1 traffic & circulation*
- F. Organic gardens : feed our city! *#1 biological resources / #1 land use*
- G. Establish or extend retail/commercial centers to serve the town (and help defray costs) Maybe some permanent farmers' market locations. *#1 land use*
- H. Cafes and wine bars in a Golden Gate Panhandle-type space.

So what do we get?

- Fast, quiet, comfortable, efficient transit to SJ, SF and LA.
- More interesting PEOPLE coming and going, and hopefully a younger population that wants to live here because it can go to a big city in a heartbeat. And, a more green way to do it.

Locally,

- We get green space,
- we can REUNITE Palo Alto (by having more cross streets if we want them), and
- get rid of that BUTT UGLY ALMA CORRIDOR. Alma has been hideous ever since I moved here, and there has been no way to do anything about it because of CALTRAIN. Well, suddenly, HSR is giving us a golden egg

in an open hand! We could reclaim that space and remake Palo Alto! It could be functional and beautiful and unifying... high speed rail a GREAT OPPORTUNITY for Palo Alto!

Palo Alto could be the COOLEST PLACE TO GO!

Don't you want young people to WANT to live here instead of moving to somewhere hipper? Why aren't we at least as cool as Davis? Don't we need to rejuvenate this community?

How do we organize this? What to do next?

Cheryl

Kris Livingston

From: info@hsr.ca.gov
Sent: Thursday, March 05, 2009 5:05 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Cheryl Lilienstein
Company:
Phone: 650 380-6080
Email: lilienstein@earthlink.net
Website:
Comment:

Dear Palo Alto City Council Members and Palo Alto Planning Commission, and CAHSRA, I am writing you as an excited supporter of High Speed Rail right UNDER our town. High Speed Rail is offering Palo Alto a fantastic opportunity to beautify and unite our city, if we TUNNEL IT. We have an opportunity to enthusiastically embrace the development of a vibrant, enhanced, greener, more beautiful and more interesting place to live! Here are some thoughts you may have already encountered or generated yourselves, but I wanted to propose: NOW IS THE TIME TO GET INFRASTRUCTURE MONEY FOR THESE OPPORTUNITIES. Can we tap Anna Eshoo? Barbara Boxer? Dianne Feinstein? Here is my vision for the high speed rail: 1. TUNNEL IT: we can improve our city if we tunnel it, or we can suffer if we don't. 2. Create a hospitable, beautiful station in Palo Alto, which architecturally features in spotlight ::: EL PALO ALTO THE THOUSAND YEAR OLD TREE::: and power the station with solar panels. And, it's not a new idea, but establish a Municipal Electric car rental and bike rentals office at the new and beautiful El Palo Alto transit center. As a transit user or resident, you stop here, Have a cup of apricot nectar (the new, locally produced refreshment, see below), check out the events at Stanford and in town at an information kiosk, get maps of the city, while you plug in your iPhone or computer for free on Wireless internet. Towns in Europe have this: it helps people find ways to spend their time and money...) 3. Palo Alto UNITES ITSELF by claiming the entire length and width of the Caltrain corridor, and uses the air value to mitigate the cost of tunneling, or for public purposes that ENHANCE nearby property values, IMPROVE commerce and recreation, AND quality of life and community! Here are some possible GREAT IDEAS FOR THE LAND ABOVE THE TUNNEL! ABOVE ALL MAKE IT SMALL SCALE, ARTISTIC, BEAUTIFUL and GREEN! A: Build (some!) low income housing, and get HUD money for land acquisition/building --there are state mandates to decrease greenhouse gas emissions by infilling along transit routes. We need young people (our own children, in fact) to be able to afford to live here and keep the city vibrant and lively. We should do this so we don't become a city of retirees, but a family-based environment. Our sustainability as a family-based society has been eroded as our local property values increased. Let's make it possible for us, and future generations, to stay connected to our loved ones. B. Fruit orchards: re-establish our heritage, plant small orchards of apricot trees and plums, produce healthy snacks for the public: perhaps the city drink (apricot nectar) for the transit center, or dried fruits for the schools. Re-establishing orchards would increase a sense of uniqueness and place. C. Small scale Recreation areas: a few tennis courts you can bike to? Picnic areas? Waterplay? D. Dedicated and meandering bike lane, with a few informal municipal outdoor cafes, sculpture gardens/environments that teenagers build. Where can kids hang out in this town? The "our recreation centers" are too formal, not natural enough, not well utilized. It's time we made our community hospitable to teenagers. Where are the kids who do not get into the sports teams? Do you ever see kids outside playing guitars in a cozy spot? How come we don't create that type of public space and value the time of life when home town friendships are developed, and nature is explored? It's a real need. E. Micro transit pathways with bike routes, to mitigate traffic to the HSR station: let's use tiny eight passenger electric vehicles, like zoos and airports do. Maybe we need a few more cross streets, California Avenue? Loma

#8 Support
#2 Tunnel

#5 Sources of
Funding

#2 Tunnel
#2 Station in
Palo Alto

#3 System
transfer/coordination

#5 Sources of
funding

#2 Greenway
#6 Property
Value

#6 Local
business

#2 Greenway
#1 Traffic
circulation

Verde? F. Several Organic gardens : feed our city! Establish permanent Farmers Markets for growers, encourage the expansion of Community Supported Agriculture by having convenient bikeable pickup sites. G. Establish or extend retail/commercial centers (California Avenue, East Meadow) to serve the town (and help defray costs) H. A few cafes, sandwich shops, and wine bars, or a beer garden, along the way, featuring locally produced foods and wines. We live in a beautiful outdoor accessible place: let's enhance this lovely environment, and encourage people in the neighborhoods to meet up in their neighborhood greenbelt! So what do we get? --With a TUNNEL we get: Fast, quiet, safe, comfortable, efficient transit to SJ, SF and LA. --More interesting PEOPLE coming and going, and hopefully a younger population that wants to live here because it's more fun, and because we can go to a big city in a heartbeat. And, a more green way to do it. Locally, --We get green space, enhanced property values, calmer street life, easier access to schools and work --we can REUNITE Palo Alto (by having more cross streets if we want them), and --get rid of that UGLY ALMA CORRIDOR. Suddenly, HSR is giving us a golden egg in an open hand! The Caltrain Corridor could be functional and beautiful and unifying... so high speed rail, far from being a threat, if TUNNELED, is a GOLDEN OPPORTUNITY for Palo Alto! Palo Alto could be the COOLEST PLACE TO LIVE on the peninsula! How do we organize this? What to do next? How can I help? Cheryl Lilienstein, 4050 Manzanita Lane, Palo Alto CA 94306 650 380-6080

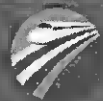
6 Local businesses

2 Tunnel

2 Greenway

6 Property values

2 Grade Crossing



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae ☐ February 26 - Palo Alto ☐ March 4 - Redwood City

Name (please print): Janet Lin City: Palo Alto State: CA Zip: 94306

Title (if applicable): _____ Phone: _____ Fax: _____

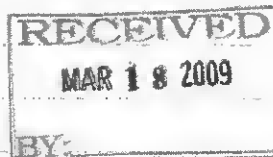
Organization/Business (if applicable): _____ E-mail: LinZehnder@yahoo.com

Address: 4223 Briarwood Way, Palo Alto, CA 94306

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices. Please comment clearly.

I am concerned about the environmental and noise impact of the high speed train. As such I strongly believe the train should either be entrenched partway in the ground, or if that is not feasible, then for the tracks to remain at ground level but have underpasses at the cross streets for auto and pedestrian traffic. If we have raised tracks they will be very noisy, an eye sore for everyone and more disruptive I believe to the residents and environment. In Albany where the BART tracks are raised it is quite noisy, the sound of the train travels much further, then when the tracks are at ground level or entrenched partway in the ground (the ideal option).

1 NOISE
2 Trench
2 GRADE SEPARATION
1 Community Impacts
1 NOISE
1 AESTHETIC
2 GRADE SEPARATION



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 268

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:57 PM
To: Kris Livingston
Subject: FW: SF to SJ

From: David Littlefield [mailto:dwlittlefield@hotmail.com]
Sent: Tuesday, February 03, 2009 5:06 PM
To: HSR Comments
Subject: SF to SJ

The idea that the high speed train will run right through Palo Alto is both shocking and upsetting. There is a high school immediately next to the existing Caltrains tracks as well as a hospital. This proposal would completely alter and ruin much of what living in this community is about. When I moved to Palo Alto with my family several years ago I knew it was not out in the country and completely quiet, but the idea of a high speed train shooting through the city blocks from my house is unbelievable. I urge for other alternatives to be explored before scarring the cities of the Peninsula with this project. Thank you, David Littlefield

#1 Public Services
Community
Separation

#2 Alternates

Windows Live™: E-mail. Chat. Share. Get more ways to connect. [See how it works.](#)

Cris Livingston

From: Irene Lloyd [pak_ratz_blues@yahoo.com]
Sent: Friday, April 03, 2009 10:08 AM
To: HSR Comments
Cc: city.council@cityofpaloalto.org
Subject: San Francisco to San Jose HST

Unlike the HSR Authority, we do care about my neighbors and the future of our city, and others along the route since the project is bringing on so many adverse effects on the densely populated Peninsula. Japan and Europe protect their citizens by going underground in heavily populated areas. Without even mentioning the loss of property for some unfortunate residents, blocking of streets and creating dead ends, did anyone really study the impact of noise pollution and the amount of waste from constant grinding metal on metal? What kind of country are we living in who does not consider health and wellbeing of our citizens? Moreover, why HSRA, including a certain politician, would even want to think destroying people's properties and health? What plans HSRA have in place for housing people during construction, as their homes would become inhabitable for years to come? If some of us lose our homes, what kind of compensation would we get for moving expenses? Would we get a fair price for our homes?

#1 intro
#2 foreign
System
#1 traffic circulation
#1 noise
#1 eminent domain
#1 eminent domain
#1 property values
#1 hazards

Did someone carefully study impact on the environment? I am hearing rumors HSRA just "cooked the books" to get the project going. Very little or nothing at all was said by HSRA regarding their true intentions prior to the elections! There is enough pollution as is with the current rail without HSRA plans to triple or quadruple the problem. Cutting down perfectly good trees and erecting monstrous walls – the noise from the moving trains would travel even farther with these walls. What are HSRA's measures against derailments, which would cause a great risk for the homes not already lost to eminent domain, pedestrians and drivers alike? At a higher speed, accidents happen more often and without sure way of avoiding them.

#7 prop 1A
#1 biological resources
#1 noise
#1 safety

We, taxpayers, at one time paid for the privilege of keeping the existing rail so we should have a say on any of the future developments. Now we have a few calloused people telling us that uglifying cities with overhead rails, electrical jungle they would create, and the concrete walls open to graffiti is an improvement. It seems no consideration to local residents given here at all. In addition, just how do you expect for our kids get to schools with these walls? Not everyone has a parent who could drive for blocks around the proposed street blocks and the walls. What about safety in the under/overpasses – pedestrians would be an easy prey to muggers. These places would also provide little heavens for the homeless. Who is going to pay maintenance to keep them clean and graffiti free? Would it be responsibility of HSRA or local governments?

#1 traffic circulation
#1 safety
#1 aesthetics

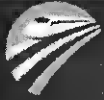
HSRA need strongly consider building the high-speed rail along either highway 101 or I-280 where overhead rail would not add considerably to the noise and air pollution. Do not try saving 101 for the "problem child" BART. In fact, the overhead rail might even enhance the view on 101! However, if additional tracks for the high-speed rail still planned in the existing corridor, they should definitely go underground and at no additional cost to the taxpayers. Caltrain needed to go underground on the first place rather than merely using old SP tracks. What happened to their talks of building an underground tunnel ways back when? Why only the cities of San Francisco and San Jose should have trains running underground? Also, why not put the rail back on the San Francisco-Oakland Bay Bridge and connect the HSR to Los Angeles via that route? Who, but not politics, caused tearing the rail down back in the fifties in the first place so people would buy cars, tires and gasoline and make those industries executives' rich? How long did that dream last? Twenty years later, we began choking in traffic snarls!

#2 Alternate alignment
#2 underground
#2 Alternate alignment

Personally we are not totally against the high-speed rail – we just want it run quietly and invisibly and not through our back yards.

#1 noise
#1 aesthetics

Bernard and Irene Lloyd
1203 Park Blvd
Palo Alto, CA 94306.



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): Chris Logan X City: Palo Alto State: CA Zip: 94301
Title (if applicable): _____ Phone: 650.493.1597 Fax: _____
Organization/Business (if applicable): _____ E-mail: CHRISTINE.LOGAN@gmail.com
Address: 126 East Charleston Rd.

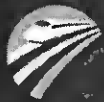
☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please comment clearly.

- How will home owners near intersections be involved with decisions which will impact property values? We live at Charleston Road & Alma in Palo Alto. where grade separation would be Needed. #1 process
- Would Eminent Domain be used? How will this impact property values? #2 Grade separation
#6 Eminent Domain
Property value

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 271



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

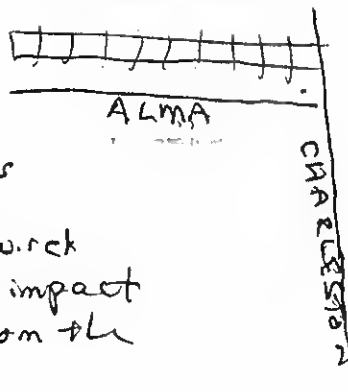
Name (please print): DAN LOGAN City: PALO ALTO State: CA Zip: 94306
Title (if applicable): _____ Phone: 650 380 4132 Fax: _____
Organization/Business (if applicable): _____ E-mail: danlog100@hotmail.com
Address: 126 E CHARLESTON RD

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

We live at a major intersection.

Based on prior experience with grade separations in highly built environments can you direct me and other residents to information about how much space is required to raise/lower tracks and the possible impact on houses within a radius of X feet from the intersection.



How is it decided whether or not to create a cloverleaf or similar method to allow for access to an intersecting street (i.e. of the 43 grade separations, how many will have a cloverleaf or similar intersection?)

#1 process
#2 grade separation

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

1-SC 272

San Jose to San Francisco Scoping comment on a small postcard by Lucy Loh

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public
sic

#6 prop value

#1 bio
aesthetics
air quality

Name	Address	Additional Comments on the Card
Lucy Loh	4044 Park Blvd, Palo Alto 94306	None

Kris Livingston

From: Candee Losacano [candeeml@yahoo.com]
Sent: Thursday, April 02, 2009 10:53 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

To Whom it Concerns,

Please stop this poorly thought up rail *route plan*. It makes absolutely no sense what so ever to run it through residential areas. I am not trying to stop progress or the benefit of the incoming revenue. It does make much more sense to run the tracks along highway 101!!! Apparently, the initiators have no concern as to how many lives they will be ruining. My 88 year old mother and I live on Emerson Street in Palo Alto, that parallels Alma Street and I know we will be destroyed by this. Initially, I was upset at the thought of the amount of noise that would be generated by the rail addition. Then as the plans became known to us and the impact the proposed route would have on us losing our home, I was horrified. Can you imagine losing YOUR home! We are not wealthy people, our home is small, we would not be able to afford another home with the money would be paid for destruction of our home. My mom has been here since 1947. I was born and raised in this house. We are not the "Steve Jobs" or "Larry Pages" that can afford to purchase another home with the FMV they would pay us and call that compensation. If, they are willing to pay for and relocate us to another home in Palo Alto, that would be equitable compensation. I know that's not realistic! I don't have the income(I was with HP for 23 years and laid off) as I have been unable to find a job that would enable me to support myself and my mother if I had to make mortgage payments. I'm single, sole support of my mother and at age 59 I am so frightened at this situation!!! Please help to see that the route is moved to run along the 101 freeway, it seems so common sense to me. Please Help Us! They need to think of the people they will displace not the money! Please fight against this route as if it were your house that was going to be destroyed!!!

#9
#2 ACT route
#1 Noise
#6 eminent domain
#6 compensation
#11 #9
#2 ACT route
#9

From an extremely scared and concerned Palo Alto resident!!!

Deloma Losacano

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:44 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Julie B. Lovins [mailto:lovins22@pobox.com]
Sent: Sunday, March 01, 2009 3:10 PM
To: HSR Comments
Cc: lovins22@pobox.com; jacsharonsiegel@comcast.net; johninks@sbcglobal.net;
la.macias@mountainview.gov; margaret.abekoga@mountainview.gov; mkasperzak@mediates.com;
ronit.bryant@mountainview.gov; tom.means@mountainview.gov; kevin.duggan@mountainview.gov;
cathy.lazarus@mountainview.gov; michael.fuller@mountainview.gov
Subject: San Francisco to San Jose HST

Dear Mr. Leavitt:

I am among the many Mountain View residents who are very disappointed that half our City Council, as seen in a vote on February 24, wants us not even to KNOW whether it's feasible to have this train stop here. I hope they will reconsider this stance before sending in formal comments.

I do want to know more, because, thanks to forethought and a large City investment, we have a unique multi-modal transit center downtown, where CalTrain, Light Rail, and the VTA bus system converge. This would be a great place to add a HST stop, too, if it can be done without additional land use of a sort that would severely impact our current setup. So we need to know what's possible. Please include this option in the EIR, etc.

During this discussion, the subject of transit center parking came up. Clearly we need to make transit center parking needs decrease, not increase, through improvements in our "feeder" transit options going to that location, and also continuing to improve access by bike or on foot. This is also something that our City Council should be working on. I hope to see our City's vigorous collaboration with all agencies concerned with transit, including yours, on all aspects of our regional mobility needs.

Thank you very much for considering my comments.

Sincerely,

Julie B. Lovins
P.O.Box 390689
Mountain View, CA 94039

#11 background

#11 background
#1 land use
#2 station location

#1 traffic & circulation
#3 coordination w/
other agencies

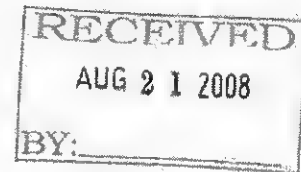
DEPARTMENT OF TRANSPORTATION

DIVISION OF RAIL
1120 N STREET
P. O. BOX 942874 - MS 74
SACRAMENTO, CA 94274-0001
PHONE (916) 654-7543
FAX (916) 653-4565
TTY 711



Flex your power!
Be energy efficient!

August 13, 2008



Mr. Jeffrey Lu
855 Warren Way
Palo Alto, CA 94303

Dear Mr. Lu:

Thank you for your recent letter expressing support for the California High-Speed Rail (HSR) system. We are responding to your question concerning which rail stations on the San Francisco Peninsula are most suitable for stops that would be served by the HSR system trains.

At the present time, the California High-Speed Rail Authority (CHSRA) and its consultant team are beginning the project-level design phase of the HSR system. Implementation plans for this new rail service have not been finalized and specific station stops will be determined in future service plans. As you indicate in your letter some existing rail stations may be suitable for local train service while others may be candidates for HSR service due to local transit connections, highway access and other factors.

Since planning, design and implementation of this new rail system is the responsibility of the CHSRA, we are forwarding your letter to Mr. Dan Leavitt, Deputy Director for the CHSRA for further response.

Again, thank you for taking the time to share your suggestions on this exciting new rail system.

Sincerely,

PATRICK MERRILL, Chief
Office of Rail Capital Project Development,
Operations, and Marketing

c: Mr. Dan Leavitt
Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

"Caltrans improves mobility across California"

I-SC 276

Jeffrey Lu
855 Warren Way
Palo Alto, CA 94303
(650) 269-3684

Mr. William D. Bronte
Department of Transportation
Division of Rail
1120 N Street
P.O. Box 942874 - MS 74
Sacramento, CA 94274-0001

August 3, 2008

Dear Mr. Bronte,

I appreciate your quick response to my previous letter addressing my concerns regarding California's HSR speed. I have concluded that the system operates at an optimal speed for both the landscape and the people of California and also addresses the environmental problems we face today.

#1

As California's HSR system finalizes its route plan, I would like to express my concern over an issue we may face. I realize that there is a planned station in either Redwood City or Palo Alto but believe that both cities are poorly suited. Although the projected locations of the stops may seem reasonable for a midpoint station between San Jose and San Francisco, both cities are ill suited for a high speed system. Both Palo Alto and Redwood City are occupied with over 60,000 residents and the majority of both cities are covered with residential housing and small businesses. The speed and noise generated by the HSR will trigger a decrease in house value as well as complaints throughout the city. I advise that the station be relocated to a better location with an even higher ridership of what is estimated in Palo Alto or Redwood City. A possible candidate for relocation is Millbrae Station, where riders will have the convenience to transfer to Caltrain or BART.

#2
station

#1 noise

#2 station

In addition to my concern regarding the Palo Alto/Redwood City Station, I would also like to know which rail system California plans to utilize. Many animations on the California HSR website have depicted the design of the N700 Shinkansen. I gladly support the use of Japan's Shinkansen in California due partly to their speed and design but moreover its reliability. According the Japan Railways Group (JR), the Shinkansen has had no major accidents in its operating history of over 40 years and transporting over 6 billion people. Other European designs such as the TGV and the InterCityExpress have operated smoothly but both systems have encountered accidents that resulted in fatalities.

#1
safety
#4
AT tech
type of
train

Thank you for taking the time to review my concerns and interests. I gladly continue to support this thrilling system and look forward to boarding California's High Speed Rail in the future.

Sincerely,


Jeffrey Lu

I-SC-276

Kris Livingston

From: info@hsr.ca.gov
Sent: Sunday, March 29, 2009 12:15 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Yevgeniy Lysyy.

Company:

Phone: (650) 857-0 847

Email: elysyy@yahoo.com

Website:

Comment:

HSR doesn't have to go to San Francisco. Most people in Northern California live outside San Francisco and even outside the San Francisco "Peninsula". Plus, it seems there is more space for HSR in East Bay. So HSR must go from Los Angeles to San Jose to Oakland to Sacramento - just like Amtrack trains run now. Few San Franciscans live next to the train station; most people have to ride to the train station anyway - will have to ride a bit farther, as to Oakland - like now they ride to SFO. Probably some high-speed trains should go to San Francisco - but on the Caltrain track, at just 75 mph. That means 1 maybe 2 Los Angeles trains an hour in addition to 5 local Caltrains an hour. In this option, a trip from San Francisco to Los Angeles will take up to 40 minutes longer than if the trains ran along the Peninsula at 150 mph. But a good thing is that people not only of San Francisco and maybe one more city - but of many cities on the Peninsula will be able to get directly on a Los Angeles train in their city. Please do things the cheapest - and the least disruptive and destructive - way. There is a lot of urgent things in California and all the USA to spend money for. Yevgeniy (Eugene) Lysyy, Palo Alto, CA.

#2 Alignment
Station location

#3 Train speed
Shared tracks
Travel time

#5 Project cost

Kris Livingston

From: Yevgeniy Lysyy [elysyy@yahoo.com]
Sent: Saturday, April 04, 2009 10:12 PM
To: HSR Comments
Subject: San Francisco to San Jose HSR

HSR doesn't have to go to San Francisco. Most people in Northern California live outside San Francisco and even outside the San Francisco "Peninsula". Plus, it seems there is more space for HSR in East Bay. So HSR must go from Los Angeles to San Jose to Oakland to Sacramento - just like Amtrack trains run now.

Few San Franciscans live next to the train station; most people have to ride to the train station anyway - will have to ride a bit farther, as to Oakland - like now they ride to SFO.

Probably some high-speed trains should go to San Francisco - but on the Caltrain track, at just 75 mph. That means 1 maybe 2 Los Angeles trains an hour in addition to 5 local Caltrains an hour. In this option, a trip from San Francisco to Los Angeles will take up to 40 minutes longer than if the trains ran along the Peninsula at 150 mph. But a good thing is that people not only of San Francisco and maybe one more city - but of many cities on the Peninsula will be able to get directly on a Los Angeles train in their city.

Please do things the cheapest - and the least disruptive and destructive - way. There is a lot of urgent things in California and all the USA to spend money for.

Yevgeniy ("Eugene") Lysyy.
Palo Alto, CA.

#2 terminate
in San
Jose

#3 speed.

#3 frequency
of trains

#2-terminate
in San Jose.

#3 construction
cost

Kris Livingston

From: Kai Ma [kaima88@gmail.com]
Sent: Saturday, March 14, 2009 11:01 AM
To: HSR Comments
Subject: San Jose to San Francisco HST

To whom it may concern,

I live close to the CalTrain around Charleston crossing. I am very concerned about the new high speed rail plan.] #11 Intro
There are several schools in this area. Currently, with just the Cal Train rail itself, the traffic is already very bad] #1 Safety
at schooling opening, closing, and work time, lunch time, etc. And I heard several fatal accidents at the crossing Traffic
road in the past years. There are many young students walk or bike in this area. I am very concerned about the
safety and traffic. Also, when we bought houses, we made assumptions about the house's current and future
value based on then current geographic situation. With the construction of the new rail, the housing value will
have nowhere to go but down. With the crashing of the housing market, we already lost most of our long time
(or lifetime for someones) savings. I cannot imagine how much my house will value with the rail. And I am
pretty sure the number of households affected will be huge.] #6 Property Value

I wish your committee will have current resident's interest in mind when making any decisions.

] #7 Consider
public interest

Thank you very much!

A Palo Alto resident

Dan Gallagher

From: Bob Mack [BMack@CycleCalifornia.com]
Sent: Thursday, January 22, 2009 4:31 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Thank you for the opportunity to have input on this very important transportation project.

I support high speed rail. I think that the process should be expedited as the longer it takes, the more it will cost.

The three stations currently proposed are all that is needed for high speed rail, if Caltrain is electrified and can expand its local service to offer more trains with higher passenger capacity for all types of riders (walk-on, bicycle and ADA).

My final thought is that all rail service needs to provide on-board bicycle carriage in an amount that meets consumer demand. This is a critical element for all rail systems.

Thank you,

Robert Mack
1159 Bird Ave Apt 2
San Jose, CA 95125-1781

#8 support
#2 number of station
#3 coordination
#10 passenger amenity



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): JOHN MACMURRAY City: PALO ALTO State: CA Zip: 94301
Title (if applicable): _____ Phone: 650 323 0591 Fax: _____
Organization/Business (if applicable): _____ E-mail: macmurray@yahoo.com
Address: 205 COLORADO

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

I AM VERY CONCERNED ABOUT THE NEGATIVE ENVIRONMENTAL, ECONOMIC AND COMMUNITY IMPACT IF THE HIGH SPEED LINE BUILDS A LARGE ELEVATED STRUCTURE DIVIDING THE PENINSULA COMMUNITIES. I STRONGLY FAVOR A TUNNEL FOR THE PENINSULA.

#1
community
impacts
#5
economic
comm.
impacts
#2
underground

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-5C 281

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:38 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: skip macy [mailto:smacyj@gmail.com]
Sent: Tuesday, March 03, 2009 12:54 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I voted against the California high speed train. I am not in favor of a high speed train link between San Jose and San Francisco. If it is built it should be underground in residential neighborhoods. If this project is really economically feasible then do it right.

William Macy
151 Melville Ave
Palo Alto, CA 94301

#9 opposed
#2 underground
#5 cost
^
construction
#5 profit/profitability

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:06 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: arun.mahajan@att.net [mailto:arun.mahajan@att.net]
Sent: Monday, April 06, 2009 4:51 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear Sir,

This is Arun Mahajan and I am a resident of Palo Alto at 1745 Alma Street and am emailing to you to express some concerns with the current proposal for the high speed rail.

] #11 intro

I would request you to consider using the Altamont Pass route instead of the Pacheco Pass route as it would be less disruptive, from my way of looking at it. This is more so in the Palo Alto area where the population and house density is high and the proposed changes (sound wall, construction etc) would just be too devastating and disruptive.

] #2 alternate route ..

The high speed rail is a fantastic idea but these were my inputs on the implementation of the same.

] #8 support
#11 conclusion

Thank you for taking my concerns seriously and for your help in this matter.

] #11 conclusion

Sincerely,

Arun Mahajan
1745 Alma Street, Palo Alto, Ca 94301

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 4:03 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST Scoping Comments
Attachments: HSR Scoping Comments 4-6-09.doc

From: jamie_maltz@agilent.com [mailto:jamie_maltz@agilent.com]
Sent: Monday, April 06, 2009 2:02 PM
To: HSR Comments
Cc: city.council@cityofpaloalto.org
Subject: San Francisco to San Jose HST Scoping Comments

Dear California High Speed Rail Authority:

I am attaching a word document with my Scoping comments and requests, and also copying the same comments in to the body of this email. Thank you for including all of the following study elements and data requests in the environmental review process for the proposed HST from San Francisco to San Jose.

April 6, 2009

TO: California High Speed Rail
comments@hsr.ca.gov
SUBJECT: San Francisco to San Jose HST

Dear Sirs:

Here is a list of specific items and questions that need to be included in the Environmental Impact Study/Report, for the CHSR proposed route from San Francisco to San Jose, along the Caltrain corridor through the Peninsula.

The Program level EIR was inadequate for the purpose of evaluating options because specifics were either completely deferred to later study, OR assumptions used were too generalized. Cost estimates therefore were incomplete, or missing. For the Project level EIR process, every alternative and every mitigation must be engineered and specified in enough detail to provide an accurate analysis of expected costs. Specificity must also be provided for all aspects in order to allow impacted areas and those constituents to accurately assess impacts. Full costs of alternatives and mitigations must be provided in all cases.

All alternatives for engineering/design should be presented in the project level EIR, in complete detail, and complete cost. Full study of all configuration options for design of the combination of HSR/Caltrain should be presented in specific details, in the project level EIR/EIS, including full cost for environmental impacts and complete costs for mitigation measures for:

Underground Tunnel
Trench
At Grade Level
Aerial/Overhead structures (viaduct, or other).

Specify how will communities have the opportunity to choose which configuration best suits the economic and environmental welfare through their own towns? Specify which costs are expected to be paid by CHSR program versus which costs are to be paid by some other means. Specify those other means.

Schools:

Each and every preschool, elementary, middle and high school site must be identified and studied separately. Private and public included. Any noise, vibration, aesthetic, traffic, access, plus any direct property impacts not only along the ROW but along cross streets must be studied. Impacts on both indoor activities and outdoor activities should be included. Impacts studied should include any loss of trees or landscaping, changes in light or shade on the school grounds. Include impacts to Palo Alto High school, including fields, driveways, parking lots along Churchill and Embarcadero. Include all traffic/pedestrian impacts due to changes in crossing structures, changes in traffic flows, loss

of use/changes in use of bike or pedestrian paths. Include specific study related to the HSR's high voltage electrical in proximity to any and all schools, related to EMF and other exposures to children, to electronic equipment, to health; safety and aesthetic, both indoor activities and outdoor activities. Include case studies in terms of data, testimonials, and visuals (photos, video), for EXISTING cases of high speed rail in other part of the world in equivalent proximity to high performing schools (in other words, provide valid Comparables), and also provide accurate visual representation of what the proposed alternatives will look like at the actual impacted schools. Provide accurate audio simulations for proposed alternatives on each school. Cost of all school site changes, both for the design alternatives, and for any mitigations to school properties must be included. Include expected change in real estate asset value for each school property impacted, due to increased proximity to high speed trains, increased frequency and speed of HSR trains, increased noise levels of combined train volume, potentially required changes in property uses, visual, aesthetic, proximity to high power lines, loss of vegetation, etc.

#1 traffic
#2 safety
#3 aesthetics
#4 noise
#5 prop value

Property Value Impacts:

Specify precisely which properties will fall under eminent domain, and specifically how much square footage by property;
For ROW acquisition
For construction purposes
For grade separated crossings
For ongoing train operation safety zones

#6 prop value

#3 frequency

Grade separated crossing underpasses/overpasses will potentially require long and deep approaches, and street widening, which will impact properties even when not specifically touching the ROW. These properties and impacts must be included in all of the analysis.

#2 underpass
overpass
grade square
widening
cost

The study must include full design/environmental impact/mitigation and related full cost, for EACH grade separated crossing, separately.

In addition to simple loss of square footage of land due to ROW acquisition, negative impacts on property values will ensue, including:

Properties, buildings – will be in much closer proximity to tracks and passing trains than they are today (Caltrain currently runs down the middle of about 100ft row, this leaves about 30-50 ft leeway on each side of tracks... If CHSR adds 2 additional tracks within approximately existing ROW width, the outer tracks will virtually butt up against the communities properties. Additionally, properties in a wide band of proximity to ROW will be negatively impacted, not just those who touch the ROW. Negative impacts on property values will ensue: Safety zones eliminated, noise, vibration, air disturbance, shade, sound walls, solid retained embankments which create heat and light reflection, loss of greenery, proximity to high voltage electrical, View INTO homes and properties from passing trains, loss of quiet enjoyment, etc. Specifically which properties will be impacted by each option studied, from each of the above types of impacts? Specifically what compensations (and in what locations) will be provided to property owners and residents for loss of property value, not related to land acquisition but for all these various types of damages. Specifically which properties should be virtually left unusable (and therefore taken by eminent domain in whole), even if ROW square footages required would not otherwise require a purchase of the full property. How will property values and partial property values for eminent domain be determined? What is the socioeconomic and demographic makeup of residents and property owners that will be impacted by eminent domain and loss of property value for the above related negative impacts – relative to the demographics of the specific towns and communities they are part of?

#6 property value rights impact

Traffic Impacts.

How will traffic flows be impacted by changes in crossings, both at the crossing, and on the arterial approaches to the crossings? For example, not only the impact at the Charleston crossing, but the impacts along Charleston road approach from 101 to the crossing, down to El Camino. How will each area's traffic flows be impacted by increases in traffic to/from any stations? How will traffic be impacted by proximity to ROW (i.e.: Alma Street, a busy commuter artery, butting up against ROW). Specific impacts must be specified to include both construction related impacts, and permanent changes. How will bike traffic be impacted for school routes in each town? How will access in to and out of economic centers, neighborhood centers, schools and parks be affected by changes in traffic patterns.

#1 traffic

City Services

Each city service including Police Dept, Fire Dept, medical facilities, Utilities should be specifically studied for impact. Every city infrastructure impact should be detailed including required changes for: sewer, water, storm drains, electrical service, gas, sidewalks, street lights, streets. Specifics of required changes and impacts to these items must be quantified and costed for each alternative including specificity of whether CHSR or some other body would pay for these costs.

#1 public service

In cases of emergency (derailments, earthquakes) what are the impacts of separating safety services (such as police, fire, and medical) which reside all on ONE SIDE of the tracks, from the community on the other side, under each alternative. How does HSR service, frequency of trains, changes in roadways, traffic access, etc., impact safety services. How will emergency access to HSR/Caltrain tracks be provided to emergency responders?

#1
Public
Services

Power

Specifics for how each alternative would connect to Electrical power, how much power would be used, incremental demand on State or Municipal power would be created, where that incremental power will come from (from generation to distribution). What incremental costs will be for any and all changes to California or Local City power structure will be, and who will pay. Additional environmental impacts and any required additional approvals needed from changes in State or local power systems. In local terms (i.e.: city by city), how will the HSR system literally hook up to the power supplies, what will be the cost and design for doing so. Specifics with regard to any visual or construction costs related to hooking HSR into electrical power supply.

#1
energy
utilities

Water Resources Impacts:

The proposed route passes through the San Francisco watershed and other sensitive underground and above ground water resources. Each and every creek and water resource must be studied, engineered and mitigated separately, including full cost of each alternative at each water resource. How will water protection agencies be enabled to input, judge, reject or accept these impacts and mitigations.

#1
utilities
Hydro

Earthquake Impacts:

The study must include not only impacts from perspective of tracks, trains, equipment, passengers, but more importantly, specific impacts for community in cases of train derailments or other catastrophic failures. The question is not IF strong earthquakes will occur, it is only WHEN. And when the train goes off the track, how will community members be impacted.

#1
Geo

What equipment, track and design features will be used to maximize earthquake safety. What equipment, track or design features will hamper earthquake safety.

Areas of High to Moderate Liquefaction are on this route (per ABAG maps). What are impacts of liquefaction to stability of tracks, likelihood of failures, derailments if tracks are displaced in earthquake, etc?

Safety Zones

Today Caltrain runs down the middle of approx. 75-100ft ROW, with only two tracks, which leaves strips of empty land along the edge of each track. This is a safety buffer for the homes, schools and business, plus it provides emergency access routes. What is the impact of zero safety zones along side tracks when 4-wide tracks extend to the outer perimeter of the ROW? How will safety access be achieved in cases of emergencies specifically in each area— and what will be the impact on the surrounding communities. This needs iterated for every point along the Caltrain route where homes, business, schools, parks, roadways occur.

#1
Safety
cost
\$

What are the security measures that will be undertaken for the tracks, the stations, the trains themselves? How much will that cost? Who will pay? Ongoing operation costs plus cost of building and installation.

Automobile Impact and Accurate Passenger Analysis

Traffic studies specific to each town need to be part of the project level EIR. Too much overgeneralization occurred in the Program level EIR with regard to passenger demand to and from the specific Peninsula cities, and with regard to changes and reductions in auto use in the bay area related to proposed HSR travel. Realistic projected Uses of Caltrain and HSR by city, by region need to be included. Where will HSR passengers come from? Overgeneralization that SFO or SJC airport ridership comes from Silicon Valley, those airports serve all of Northern California. Many of those passengers won't be able to adequately access HSR stations buried deeply within Peninsula cities. We need an updated specific passenger analysis specific to this area for the project level EIR. Same goes for assumptions about how many autos will be removed from the roads in each town. How many autos will be added to roads in each town (specifically in station towns)? How many autos will be removed in each town? What will be net reduction in carbon emissions in each town? Net impacts due to carbon emissions should be studied with new latest Obama administration auto emission requirements for the relevant future timelines (i.e.: 2020, 2025, etc). All net carbon emissions studies for the EIR should be updated based on newest auto technologies and gas consumption trends. Any assumptions related HSR's use of GREEN power should specifically state where the green power would come from, how it will be obtained by HSR, and any costs or assumptions related to obtaining that power source.

#2
ridership

Train Traffic Volume and Speed Impacts

What are the incremental noise and vibration impacts per train; HSR to existing Caltrain and future Caltrain, per train comparisons, AND per total Volume of train traffic on the proposed route. What is the wind and dust pollution impacts for nearby properties related to trains of this speed and frequency?
How many trains in each direction and at what speeds are proposed. What is the proposed frequency of train traffic through each point, including both HSR and Caltrain volume?

#1
operating
impacts

What are the proposed HSR speeds at each point on the route (by mile, by curve, etc)? What is the calculated non-stop service time between SF and SJ; including a start/stop at both stations (true non-stop passenger service includes stops at the beginning and end points.) What will be the expected average speed, and top speed at each point on this route and in total? This specifically relates to high numbers of curves on the route between San Francisco and San Jose, which will require repeated acceleration/deceleration to achieve safe curve speeds at the same time as attainment of minimum 30 minute non-stop service.

What are the incremental noise and vibration impacts for repetitive speeding up/slowing down at each point along the route? Where will this occur?

What is the impact to scheduling, coordination with Caltrains, safety controls, HSR wear and tear – related to these repeated speed variations, and how does that complexity compare operationally and in cost, to other route alternatives?

What are the realistic maximum operating speeds expected at each point. How do these compare to other HSR systems around the world IN SIMILARLY DENSELY POPULATED TOWNS. Where are the HSRs around the world that operate through dense population areas similar to the Peninsula towns along the Caltrain line? Provide comparative photos.

#3
speed

Are there any recognized safety, comfort, aesthetic or other environmental concerns for dense populations in any other parts of the world, that have HSR trains running in the same proximities to homes/business/schools/medical facilities/roadways/bikeways, as are proposed by CHSR through this Caltrain route? What are those issues? How will CHSR compare here? How will they be mitigated?

other
foreign
systems
#1 land
use

Parks

Under each alternative; what will be the impact specific to each park? Each park should be analyzed and reported separately. By Park.

How will cities be compensated for degradation of parks (access, quality, noise, vibration, usability, and aesthetics)?

#1
Park
need

Medical Facilities

Same questions as for schools, above.

#1 Public service

Trees

Under each alternative; what will be the impact on trees along the ROW and in other areas of constructions (i.e.: for grade separated crossings.) Specifically how many, at which location, and of which species, and of what age, of trees will be cut down, or will be impacted from trimming, or changes in soils, water flows, etc. This should be specified for every point along the proposed route. On whose property will each remaining tree be located on after construction (i.e.: who will own the trees remaining in the future). What is the unfavorable carbon footprint impact of the loss of these specific trees (by species, by age, by location)? How will tree replacement or repair of aesthetic impacts be implemented by CHSR?

How many and what species of trees will be replanted by CHSR and where? What will be the cost of replanting, including land acquisition cost for replanting replacement trees?

#1
BIO
Aesthetics

Wildlife

What species of wildlife, including birds and fish, insects, mammals are impacted by this route under each alternative?

What are the impacts to the specific wildlife in each area for high voltage electrical and HSR train operations, walls, berms, changes in water ways, etc? List of all endangered or protected at risk species, and impacts and mitigations to each, under each alternative.

#1
BIO

STRACNET: What is the impact of the US DOD STRACNET designation on this Caltrain corridor? What limitations, additional engineering requirements, safety considerations, approvals, or other considerations are required for HSR compatibility on this route? If CHSR is suggesting eliminating STRACNET designation, what is involved, who makes that decision, how would that impact potential safety of the bay area in case of natural or manmade disasters?

#1
safety

UPRR: How do UPRR rights to operate freight effect this route? If CHSR is suggesting alternatives that alter freight service on this route, what is the economic impact in the greater bay area to these alterations?

#2
Freight
UPRR

Air Rights: Who owns the land rights of the Caltrain land in the case of tunneling? Who owns the air rights above the land, in case of tunneling? What are the economic implications of freed up land/air rights above the ground. What would be the dimensions of land/air space that would be freed up, and what kind of technical issues would remain on those

#1
AIR
RIGHTS

lands/air space with train operations in tunnels below (i.e.: would dense housing be technically feasible, would venting or access points be required, where?, etc.

Stations

For towns that have proposed stations:

How big will the station be?

Who will pay for the building of it (CHSR or other?)

Where specifically will it be built? What would be the driving routes into and out of the station?

What inner and inter city transit currently exists or is proposed to specifically serve that station

How big will the parking structure be required to be?

Where will the parking structure be built?

Who will manage the operations of the building and the parking?

Who will receive revenues from parking, and any other amenities near the station?

What will be the traffic impacts created by the station/parking – both for the areas directly adjacent or surrounding the station and parking, but also for the larger traffic arteries that will feed that station area.

Who will provide/pay for physical security for the station?

How will station design be determined, how will cities have right to approve and influence designs and other impacts

Who will provide maintenance and upkeep inside and outside of the buildings and parking structure?

What will be the operating costs/revenues of the stations/parking structures themselves?

Will there be any requirements for new housing or business to serve that station? Who owns decisions on housing and business growth and zoning and planning and design?

What are the security measures at the stations, and who provides? At what cost? How long do security measures add to passenger trip time?

#2
Station

#1
traffic

Once a true and complete accounting of the impacts, costs and mitigations on this proposed route (Caltrain corridor from SF to SJ) are completed, the total impacts, costs and mitigations should be compared to previously denied alternatives. A similarly accurate and complete study and cost analysis of these alternatives should be included in the Project level EIR/EIS:

#5
cost/
benefit

SF to SJ on 101 (raised down the median, or other alternatives)

SF to SJ on 280 (raised down the median, or other alternatives)

Altamont instead of Pacheco

Terminate in SJ with Caltrain serving as the connection between SF and SJ

Other alternatives that bypass or eliminate the Peninsula route between SF and SJ.

Peninsula
#2

A particular comparison between the HSR alternatives, compared to the Terminate in SJ Option should be provided that specifically provides a cost benefit analysis including any presumed benefits to passengers: passenger travel times including station wait and boarding times, ticket fare prices, and other passenger benefits, but also including the incremental costs of operations, incremental environmental and community impacts, and the incremental capital costs, and incremental complexity of ongoing operations of combined Caltrain/HSR/Freight, to prove that the incremental benefit of the duplication of service between HSR and Caltrain through the Peninsula is of substantial net benefit to the state, to the impacted communities, and to the tax payers and presumed eventual investors.

#2
cost/
benefit

Regards

Jamie Maltz

Resident, Palo Alto

737 Montrose Avenue

Palo Alto, CA 94303

April 6, 2009

TO: California High Speed Rail

comments@hsr.ca.gov

SUBJECT: San Francisco to San Jose HST

Dear Sirs:

Here is a list of specific items and questions that need to be included in the Environmental Impact Study/Report, for the CHSR proposed route from San Francisco to San Jose, along the Caltrain corridor through the Peninsula. # 11

The Program level EIR was inadequate for the purpose of evaluating options because specifics were either completely deferred to later study, OR assumptions used were too generalized. Cost estimates therefore were incomplete, or missing. For the Project level EIR process, every alternative and every mitigation must be engineered and specified in enough detail to provide an accurate analysis of expected costs. Specificity must also be provided for all aspects in order to allow impacted areas and those constituents to accurately assess impacts. Full costs of alternatives and mitigations must be provided in all cases. # 5 Cost

All alternatives for engineering/design should be presented in the project level EIR, in complete detail, and complete cost.

Full study of all configuration options for design of the combination of HSR/Caltrain should be presented in specific details, in the project level EIR/EIS, including full cost for environmental impacts and complete costs for mitigation measures for:

Underground Tunnel

Trench

At Grade Level

Ariel/Overhead structures (viaduct, or other). # 5 Cost
7 transparency
2 Design
tunnel
trench
Ariel structures

Specify how will communities have the opportunity to choose which configuration best suits the economic and environmental welfare through their own towns? Specify which costs are expected to be paid by CHSR program versus which costs are to be paid by some other means. Specify those other means. # 5 Cost/benefit

Schools:

Each and every preschool, elementary, middle and high school site must be identified and studied separately. Private and public included. Any noise, vibration, aesthetic, traffic, access, plus any direct property impacts not only along the ROW but along cross streets must be studied. Impacts on both indoor activities and outdoor activities should be included. Impacts studied should include any loss of trees or landscaping, changes in light or shade on the school grounds. Include impacts to Palo Alto High school, including fields, driveways, parking lots along Churchill and Embarcadero. Include all traffic/pedestrian impacts due to changes in crossing structures, changes in traffic flows, loss of use/changes in use of bike or pedestrian paths. Include specific study related to the HSR's high voltage electrical in proximity to any and all schools, related to EMF and other exposures to children, to electronic equipment, to health, safety and aesthetic, both indoor activities and outdoor activities. Include case studies in terms of data, testimonials, and visuals (photos, video), for EXISTING cases of high speed rail in other part of the world in equivalent proximity to high performing schools (in other words, provide valid Comparables); and also provide accurate visual representation of what the proposed alternatives will look like at the actual impacted schools. Provide accurate audio simulations for proposed alternatives on each school. Cost of all school site changes, both for the design alternatives, and for any mitigations to school properties must be included. Include expected change in real estate asset value for each school property impacted, due to increased proximity to high speed trains, increased # 1 Public Services
1 traffic
1 safety
1 aesthetic
noise # 1
6 Property value

I-SC 284

frequency and speed of HSR trains, increased noise levels of combined train volume, potentially required changes in property uses, visual, aesthetic, proximity to high power lines, loss of vegetation, etc.

#3
frequency

Property Value Impacts:

Specify precisely which properties will fall under eminent domain, and specifically how much square footage by property;
For ROW acquisition
For construction purposes
For grade separated crossings
For ongoing train operation safety zones

#6
Property
value

Grade separated crossing underpasses/overpasses will potentially require long and deep approaches, and street widening, which will impact properties even when not specifically touching the ROW. These properties and impacts must be included in all of the analysis.

#2
underpass/
overpass
grade separated
widening

The study must include full design/environmental impact/mitigation and related full cost, for EACH grade separated crossing, separately.

cost #5

In addition to simple loss of square footage of land due to ROW acquisition, negative impacts on property values will ensue, including:

Properties, buildings – will be in much closer proximity to tracks and passing trains than they are today (Caltrain currently runs down the middle of about 100ft row, this leaves about 30-50 ft leeway on each side of tracks... If CHSR adds 2 additional tracks within approximately existing ROW width, the outer tracks will virtually butt up against the communities properties. Additionally, properties in a wide band of proximity to ROW will be negatively impacted, not just those who touch the ROW. Negative impacts on property values will ensue: Safety zones eliminated, noise, vibration, air disturbance, shade, sound walls, solid retained embankments which create heat and light reflection, loss of greenery, proximity to high voltage electrical, View INTO homes and properties from passing trains, loss of quiet enjoyment, etc.

Specifically which properties will be impacted by each option studied, from each of the above types of impacts?

Specifically what compensations (and in what locations) will be provided to property owners and residents for loss of property value, not related to land acquisition but for all these various types of damages.

Specifically which properties should be virtually left unusable (and therefore taken by eminent domain in whole), even if ROW square footages required would not otherwise require a purchase of the full property.

How will property values and partial property values for eminent domain be determined?

What is the socioeconomic and demographic makeup of residents and property owners that will be impacted by eminent domain and loss of property value for the above related negative impacts – relative to the demographics of the specific towns and communities they are part of?

#6
Property
value
rights/
impact

Traffic Impacts.

How will traffic flows be impacted by changes in crossings, both at the crossing, and on the arterial approaches to the crossings? For example, not only the impact at the Charleston crossing, but the impacts along Charleston road approach from 101 to the crossing, down to El Camino. How will each area's traffic flows be impacted by increases in traffic to/from any stations? How will traffic be impacted by proximity to ROW (i.e.: Alma Street, a busy commuter artery, butting up against ROW). Specific impacts must be specified to include both construction related impacts, and permanent changes. How will bike traffic be impacted for school routes in each town? How will access in to and out of economic centers, neighborhood centers, schools and parks be affected by changes in traffic patterns.

#1
traffic

City Services

Each city service including Police Dept, Fire Dept, medical facilities, Utilities should be specifically studied for impact. Every city infrastructure impact should be detailed including required changes for: sewer, water, storm drains, electrical service, gas, sidewalks, street lights, streets. Specifics of required changes and impacts to these items must be quantified and costed for each alternative including specificity of whether CHSR or some other body would pay for these costs.

#1
Public
Service

In cases of emergency (derailments, earthquakes) what are the impacts of separating safety services (such as police, fire, and medical) which reside all on ONE SIDE of the tracks, from the community on the other side, under each alternative. How does HSR service, frequency of trains, changes in roadways, traffic access, etc., impact safety services. How will emergency access to HSR/Caltrain tracks be provided to emergency responders?

EMERGENCY RESPONDERS

Power

Specifics for how each alternative would connect to Electrical power, how much power would be used, incremental demand on State or Municipal power would be created, where that incremental power will come from (from generation to distribution). What incremental costs will be for any and all changes to California or Local City power structure will be, and who will pay. Additional environmental impacts and any required additional approvals needed from changes in State or local power systems. In local terms (i.e.: city by city), how will the HSR system literally hook up to the power supplies, what will be the cost and design for doing so. Specifics with regard to any visual or construction costs related to hooking HSR into electrical power supply.

#1
energy
utilities

Water Resources Impacts:

The proposed route passes through the San Francisco watershed and other sensitive underground and above ground water resources. Each and every creek and water resource must be studied, engineered and mitigated separately, including full cost of each alternative at each water resource. How will water protection agencies be enabled to input, judge, reject or accept these impacts and mitigations.

#1
utilities
Hydro

Earthquake Impacts:

The study must include not only impacts from perspective of tracks, trains, equipment, passengers, but more importantly, specific impacts for community in cases of train derailments or other catastrophic failures. The question is not IF strong earthquakes will occur, it is only WHEN. And when the train goes off the track, how will community members be impacted.

#1
Geo.

What equipment, track and design features will be used to maximize earthquake safety. What equipment, track or design features will hamper earthquake safety.

Areas of High to Moderate Liquefaction are on this route (per ABAG maps). What are impacts of liquefaction to stability of tracks, likelihood of failures, derailments if tracks are displaced in earthquake, etc?

Safety Zones

Today Caltrain runs down the middle of approx. 75-100ft ROW, with only two tracks, which leaves strips of empty land along the edge of each track. This is a safety buffer for the homes, schools and business, plus it provides emergency access routes. What is the impact of zero safety zones along side tracks when 4-wide tracks extend to the outer perimeter of the ROW? How will safety access be achieved in cases of emergencies specifically in each area- and what will be the impact on the surrounding communities. This needs iterated for every point along the Caltrain route where homes, business, schools, parks, roadways occur.

#1
safety

What are the security measures that will be undertaken for the tracks, the stations, the trains themselves? How much will that cost? Who will pay? Ongoing operation costs plus cost of building and installation.

#1
Cost

Automobile Impact and Accurate Passenger Analysis

Traffic studies specific to each town need to be part of the project level EIR. Too much overgeneralization occurred in the Program level EIR with regard to passenger demand to and from the specific Peninsula cities, and with regard to changes and reductions in auto use in the bay area related to proposed HSR travel. Realistic projected Uses of Caltrain and HSR by city, by region need to be included. Where will HSR passengers come from? Overgeneralization that SFO or SJC airport ridership comes from Silicon Valley, those airports serve all of Northern California. Many of those passengers won't be able to adequately access HSR stations buried deeply within Peninsula cities. We need an updated specific passenger analysis specific to this area for the project level EIR. Same goes for assumptions about how many autos will be removed from the roads in each town. How many autos will be added to roads in each town (specifically in station towns)? How many autos will be removed in each town? What will be net reduction in carbon emissions in each town? Net impacts due to carbon emissions should be studied with new latest Obama administration auto emission requirements for the relevant future timelines (i.e.: 2020, 2025, etc). All net carbon emissions studies for the EIR should be updated based on newest auto technologies and gas consumption trends. Any assumptions related HSR's use of GREEN power should specifically state where the green power would come from, how it will be obtained by HSR, and any costs or assumptions related to obtaining that power source.

#2
~~#1~~
ridership

Train Traffic Volume and Speed Impacts

What are the incremental noise and vibration impacts per train; HSR to existing Caltrain and future Caltrain, per train comparisons, AND per total Volume of train traffic on the proposed route. What is the wind and dust pollution impacts for nearby properties related to trains of this speed and frequency?

How many trains in each direction and at what speeds are proposed. What is the proposed frequency of train traffic through each point, including both HSR and Caltrain volume?

What are the proposed HSR speeds at each point on the route (by mile, by curve, etc)? What is the calculated non-stop service time between SF and SJ; including a start/stop at both stations (true non-stop passenger service includes stops at the beginning and end points.) What will be the expected average speed, and top speed at each point on this route and in total? This specifically relates to high numbers of curves on the route between San Francisco and San Jose, which will require repeated acceleration/deceleration to achieve safe curve speeds at the same time as attainment of minimum 30 minute non-stop service.

What are the incremental noise and vibration impacts for repetitive speeding up/slowing down at each point along the route? Where will this occur?

What is the impact to scheduling, coordination with Caltrains, safety controls, HSR wear and tear – related to these repeated speed variations, and how does that complexity compare operationally and in cost, to other route alternatives?

#1
operation
impact

What are the realistic maximum operating speeds expected at each point. How do these compare to other HSR systems around the world IN SIMILARLY DENSELY POPULATED TOWNS. Where are the HSRs around the world that operate through dense population areas similar to the Peninsula towns along the Caltrain line? Provide comparative photos.

Are there any recognized safety, comfort, aesthetic or other environmental concerns for dense populations in any other parts of the world, that have HSR trains running in the same proximities to homes/business/schools/medical facilities/roadways/bikeways, as are proposed by CHSR through this Caltrain route? What are those issues? How will CHSR compare here? How will they be mitigated?

#3
speed

Other
Foreign
System
#1
comparison

Parks

Under each alternative; what will be the impact specific to each park? Each park should be analyzed and reported separately. By Park.
How will cities be compensated for degradation of parks (access, quality, noise, vibration, usability, and aesthetics)?

#1
Parks +
Rec

Medical Facilities

Same questions as for schools, above.

#1
public services

Trees

Under each alternative; what will be the impact on trees along the ROW and in other areas of constructions (i.e.: for grade separated crossings.) Specifically how many, at which location, and of which species, and of what age, of trees will be cut down, or will be impacted from trimming, or changes in soils, water flows, etc. This should be specified for every point along the proposed route. On whose property will each remaining tree be located on after construction (i.e.: who will own the trees remaining in the future). What is the unfavorable carbon footprint impact of the loss of these specific trees (by species, by age, by location)? How will tree replacement or repair of aesthetic impacts be implemented by CHSR? How many and what species of trees will be replanted by CHSR and where? What will be the cost of replanting, including land acquisition cost for replanting replacement trees?

#1
BIO
Aesthetics

Wildlife

What species of wildlife, including birds and fish, insects, mammals are impacted by this route under each alternative? What are the impacts to the specific wildlife in each area for high voltage electrical and HSR train operations, walls, berms, changes in water ways, etc? List of all endangered or protected at risk species, and impacts and mitigations to each, under each alternative.

#1
BIO

STRACNET: What is the impact of the US DOD STRACNET designation on this Caltrain corridor? What limitations, additional engineering requirements, safety considerations, approvals, or other considerations are required for HSR compatibility on this route? If CHSR is suggesting eliminating STRACNET designation, what is involved, who makes that decision, how would that impact potential safety of the bay area in case of natural or manmade disasters?

#1
Safety

UPRR: How do UPRR rights to operate freight effect this route? If CHSR is suggesting alternatives that alter freight service on this route, what is the economic impact in the greater bay area to these alterations?

#2
Freight
#3 UPRR

Air Rights: Who owns the land rights of the Caltrain land in the case of tunneling? Who owns the air rights above the land, in case of tunneling? What are the economic implications of freed up land/air rights above the ground. What would be the dimensions of land/air space that would be freed up, and what kind of technical issues would remain on those lands/air space with train operations in tunnels below (i.e.: would dense housing be technically feasible, would venting or access points be required, where?, etc.

#3
AIR
#6 PROPERTY

Stations

For towns that have proposed stations:

How big will the station be?

Who will pay for the building of it (CHSR or other?)

Where specifically will it be built? What would be the driving routes into and out of the station?

What inner and inter city transit currently exists or is proposed to specifically serve that station

How big will the parking structure be required to be?

Where will the parking structure be built?

Who will manage the operations of the building and the parking?

Who will receive revenues from parking, and any other amenities near the station?

#2
Station
#1 traffic

What will be the traffic impacts created by the station/parking – both for the areas directly adjacent or surrounding the station and parking, but also for the larger traffic arteries that will feed that station area.

Who will provide/pay for physical security for the station?

How will station design be determined, how will cities have right to approve and influence designs and other impacts

Who will provide maintenance and upkeep inside and outside of the buildings and parking structure?

What will be the operating costs/revenues of the stations/parking structures themselves?

Will there be any requirements for new housing or business to serve that station? Who owns decisions on housing and business growth and zoning and planning and design?

What are the security measures at the stations, and who provides? At what cost? How long do security measures add to passenger trip time?

#2
Station
traffic
#5
Cost
operation
impact

Once a true and complete accounting of the impacts, costs and mitigations on this proposed route (Caltrain corridor from SF to SJ) are completed, the total impacts, costs and mitigations should be compared to previously denied alternatives. A similarly accurate and complete study and cost analysis of these alternatives should be included in the Project level EIR/EIS:

#5
Cost/benefit

SF to SJ on 101 (raised down the median, or other alternatives)

SF to SJ on 280 (raised down the median, or other alternatives)

Altamont instead of Pacheco

Terminate in SJ with Caltrain serving as the connection between SF and SJ

Other alternatives that bypass or eliminate the Peninsula route between SF and SJ.

Route
#2

A particular comparison between the HSR alternatives, compared to the Terminate in SJ Option should be provided that specifically provides a cost benefit analysis including any presumed benefits to passengers: passenger travel times including station wait and boarding times, ticket fare prices, and other passenger benefits, but also including the incremental costs of operations, incremental environmental and community impacts, and the incremental capital costs, and incremental complexity of ongoing operations of combined Caltrain/HSR/Freight, to prove that the incremental benefit of the duplication of service between HSR and Caltrain through the Peninsula is of substantial net benefit to the state, to the impacted communities, and to the tax payers and presumed eventual investors.

#2
Cost/
benefit

Regards
Jamie Maltz
Resident, Palo Alto
737 Montrose Avenue
Palo Alto, CA 94303



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): JONE A. MANOOGIAN

City: PALO ALTO

State: CA Zip: 94303 4752

Title (if applicable): NORMAN V. MANOOGIAN

Phone: 650-493-0214

Fax:

Organization/Business (if applicable): RESIDENTS

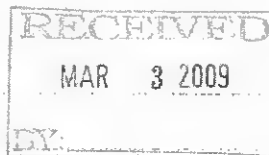
E-mail: JOMANOOGS@COMCAST.NET

Address: 739 MAPLEWOOD PLACE

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

1. THE ^{ENORMOUS} IMPACT OF A HSR ON THE PALO ALTO RESIDENTIAL COMMUNITY, ESPECIALLY ^{UNACCEPTABLE} ALONG BOTH SIDES OF THE RIGHT OF WAY IF AN ELEVATED GROUND SEPARATION WERE CONSTRUCTED. THE ONLY ACCEPTABLE SOLUTION WOULD BE AN UNDERGROUND TUNNEL THAT WOULD CREATE A HUGE COST INCREASE TO RESIDENTS. I DO NOT SUPPORT THE IDEA OF THIS PROJECT.
2. I WOULD PREFER TO SEE AN UPGRADE OF THE PRESENT RAIL SYSTEM OF THE "BABY BULLET" TRAINS. THE HSR SYSTEM SHOULD END AT SAN JOSE OR SAN JOSE WITH THE LINK TO SF PROVIDED BY THIS ^{ALREADY IN PLACE} SYSTEM.
3. IF THE EVENTUAL GOAL IS TO HAVE HSR FROM SAN DIEGO TO SEATTLE THEN STOPPING AT SAN JOSE AND CONTINUING ALONG THE EAST BAY CORRIDOR WOULD MAKE MUCH MORE SENSE. STOPPING IN SF WOULD MAKE CONTINUING IMPOSSIBLE.
4. UNLESS THE HSR PROJECT WAS UNDERGROUND, I WOULD NOT VOTE FOR A PALO ALTO STATION. THE IMPACT ON AN ALREADY DEVELOPED AREA WOULD BE TOTALLY DISRUPTIVE.
5. SO I CAN SEE DOING THE HSR FROM LA TO SAN JOSE AS A FIRST LINK, BUT A LOT OF THOUGHT AND ANALYSIS NEEDS TO BE DONE ON THE IMPACT OF COMMUNITIES FROM THAT POINT ONWARD.
- 2 TUNNEL
9 OFFSHORE
5 CONSTRUCTION COST
6 TERMINATION
3 UPGRADE EXISTING
2 TERMINATE IN SF
2 UNDERGROUND
1 CONSTRUCTION + OPERATION IMPACTS



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SL285

Kris Livingston

From: Bob March [bob.march@gmail.com]
Sent: Saturday, April 04, 2009 9:28 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

As a property owner in and 25-year resident of Palo Alto, one of the Peninsula cities through which the projected High Speed Rail line will pass, I am unalterably opposed to the construction of elevated tracks to carry the line. Only the placement of the line in a tunnel is acceptable.

Elevated tracks, at least in the fashion now proposed (essentially a solid 15-foot-high causeway), would blight my community and every city it passes through.

I will take part vigorously in every legal and political effort to block or delay the construction of such elevated tracks.

Sincerely,

Robert March
153 Lundy Lane
Palo Alto, CA 94306

2
GRADE SEP.
TUNNEL
9
OPP.

2
ELEVATED
TRACKS
9
OPP.

San Jose to San Francisco Scoping comment on a small postcard by Jo Marcus

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public
safety

#6 prop value

#1 bio
aesthetics
air quality

Name	Address	Additional Comments on the Card
Jo Marcus	3515 Bryant St, Palo Alto 94306	None

I-SC 287

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 4:02 PM
To: Kris Livingston
Subject: FW: "San Francisco to San Jose HST"

From: Ron Marin [mailto:rmarin@apr.com]
Sent: Monday, April 06, 2009 2:31 PM
To: HSR Comments
Subject: "San Francisco to San Jose HST"

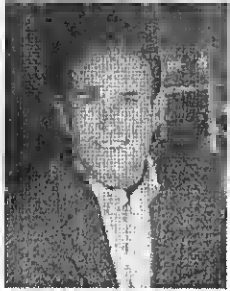
To whom it may concern,

As the idea of a high speed rail may sound enticing, I am very much against the proposed and / or any other outcome that would result from this project. I voted no on this last November and will vote no on it again if given the chance.

#9
opposition
to project

Sincerely,

Ron Marin



Ron Marin
Alain Pinel Realtors
578 University Ave.
Palo Alto, CA 94301
Office: 650-323-1111 x335
Direct: 650-543-1035
rmarin@apr.com



Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:52 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Kent Mather [mailto:kentmather@mac.com]
Sent: Thursday, February 19, 2009 3:51 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Regarding the HST Project:

I live in Palo Alto within one block of the Churchill Street crossing of the Caltrain Alma Street corridor. I am opposed to elevation of the tracks in our, or any similar, residential neighborhood. Any required grade separations should be created by depressing the rail line or putting it in a tunnel. Elevated tracks will not be aesthetically compatible with the adjacent one and two story residential neighborhoods and would result in miles of visual barriers as well as increased noise.

#1 opposed
#2 no elevated tracks
Grade Separations
#1 Aesthetic Visual
EJ

Thank you,

R. Kent Mather, AIA
ARCHITECT
1564 Emerson Street
Palo Alto, CA 94301

<kentmather@mac.com>

Kris Livingston

From: Emily Mathews [emmat@yahoo.com]
Sent: Thursday, April 02, 2009 7:44 AM
To: HSR Comments
Cc: Guy Mathews
Subject: San Francisco to San Jose HST

Hello,

These comments are not originally written by me, but completely represent my family's viewpoint.

Stop the High Speed Rail!

Emily Mathews
3410 Park Blvd
Palo Alto, CA

Even though i voted for the HSR proposal, now that i know that the default plan is for an elevated track running the length of the Peninsula, i am adamantly opposed to the HSR. Knowing what i know now that i didn't know then, i'm demanding a new vote! I vote NO and i bet that everyone else who was deceived by the HSRA will also vote NO now that they know the truth of this incredible scam. The HSR measure "passed" by a slim margin, 52% if i remember right, it would never have "passed" had the people known what they were voting for. The people of this State and particularly the people of the Bay Area were purposely deceived by the usual suspects of corrupt Public Officials working for private interests. This entire HSR plan is one huge scam, i will not stand for it. I stand firmly in opposition and will do everything in my power to stop it.

Our local representative, Ron Diridon, is NOT representing the interests or the concerns of the people of the Bay Area even one iota. He represents ONLY the interests of the Orwellian High Speed Rail Authority. He tells us that \$90M has already been spent so it's "too late" to question the plans of the HSRA. He tells us that too many questions will only delay the HSR. Well guess what? ...the HSR should be delayed forever!

What follows is a summary of why i'm opposed to this entire HSR debacle:

1) the HSRA engaged in election fraud by not making it clear to the voters that the default plan was for an elevated track running the length of the Peninsula (election fraud is ILLEGAL, i want to see the people responsible stand trial);

2) the Palo Alto City Council approved and endorsed the HSR plan without getting any input from the people that they SERVE (this is a gross betrayal of the public trust and amounts to criminal malfeasance, i want to see the members the Palo Alto City Council responsible for endorsing this insanity stand trial);

3) the biggest rationale for HSR seems to be Europe has HSR, but this logic is flawed since the population density in Europe is far greater;

4) there are already many airports connecting North and South California;

5) there is already a "baby bullet" train connecting San Jose and San Francisco;

#11

#9

#2 Elevated tracks

#7 Prop 1A
#9

#9

#9

#2 Prop 1A
#2 elevated tracks

#9 misinform

#9 #2 compare w/ foreign systems

#9 Airport access

#2 Baby bullets
#9

I-5C 290

- 6) an elevated track running the length of the Peninsula will create a corridor of blight through some of the most expensive, most desirable, most expensive, and most beautiful land in the entire world!; #1 env Justice
- 7) an elevated track will divide the entire Peninsula into East and West sectors; #2 elevated tracks
- 8) an elevated track will destroy the quality of life of everyone living close enough to hear trains speeding by every six minutes; #1 noise
- 9) an elevated track will mean that my beautiful home of 24 years in South Palo Alto will be virtually worthless; #6 property value
- 10) an elevated track will require homeowners to have their property seized; #6 Eminent Domain
- 11) an elevated track will destroy valuable historic sites on the Peninsula such as the 1000 year old El Palo Alto; #1 historic resource
- 12) the State of California is already bankrupt, any HSR will need massive subsidies to remain in operation; #5 subsidies
- 13) the ridership estimates for the HSR are arbitrary, based totally on wishful thinking; #2 Ridership
- 14) ticket prices will be high enough that only wealthier people will be able to afford it, so the working poor will be forced to subsidize the travel of the more affluent; #5 fares
- 15) security measures to safeguard HSR passengers will need to be similar to measures at airports so the time difference between HSR and flying will be greater than advertised; #1 Safety
- 16) HSR will be difficult to protect against interference that would bring the whole line to a halt; #2 operation
- 17) making it easier to travel simply creates more travel, this additional travel adds to carbon emissions, the HSR would CREATE pollution not reduce it; and #1 Air Quality
- 18) the idea being promoted by true visionary environmentalists is Bio-Regionalism, a HSR connecting North and South California is not forward thinking, it's backward thinking! #9

For all of the reasons stated here, i demand that the HSRA immediately cease and desist this corrupt scam being foisted on the people of the Bay Area. If Southern California wants a HSR, let them have it, but it should stop in San Jose and Sacramento, end of story. #9

Kris Livingston

From: Rosemary Maulbetsch [RMaulbetsch@sbcglobal.net]
Sent: Monday, April 06, 2009 12:10 AM
To: HSR Comments
Subject: Scoping Period Comments_Corrected Copy
Attachments: April6,2009_LtrtoCHSRA_Corrected.doc

Attached please find a revised copy of my comments sent earlier today with a correction to paragraph #3.

#11

April 5, 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Sirs:

Many residents of the San Francisco Peninsula are unclear about why HSR should bisect the seventeen communities between San Jose and San Francisco. Many of the voters who passed 1A by a 52% margin were unaware of how it would affect their suburban towns. The details were in brochures available primarily to those who could attend regional meetings regarding this project. However, now it is time to let everyone know what CHSRA would really like to do.

#7
prop 1A
(misinformed)

In the project level EIR/EIS please provide the residents of the Peninsula and all of northern California, in very public places like the Internet, major newspapers, television and radio, factual information about the following aspects of HSR on the San Francisco Peninsula.

#7 public outreach
INFO REQUEST

1. The proposed schedule of trains which should include Caltrain and a typical schedule of freights. That schedule should be juxtaposed with the current Caltrain and freight schedules. We know these will only be approximate, but we also know that you must be using some estimates of how the timing would work.

#3 frequency of trains
#3 coordination
w/ Freight

2. The schedule should be very specific about levels of service. Most voters thought they would be able to go to any HST stop and board a train that would take them to Los Angeles in two hours and thirty-eight minutes. (I understand the Authority now says that was an inaccurate estimate; it would actually be a little over three hours.) Nonetheless, what they did not understand is that HSR would have varying speeds and number of stops, and the fastest trains would not leave from all stations. That kind of information needs to be made very public---available for all to see.

#7 project info
request
#3 frequency of
trains

3. Provide maps that clearly reveal the public and private properties that might be taken by eminent domain either temporarily during construction or. These should be included for each method being evaluated that is above or below ground and any variation of those options.

#6 eminent domain

4. The number of tracks also needs to be clear as it relates to each option and the variations on the number depending on the width of the ROW.

#2 number of tracks

5. Given that CHSRA wants to have mixed use on this ROW, we will have very heavy and light rail running side by side. Please tell us how you will protect people from the possibility of serious accidents that might result from the mix of these trains and their contents.

#1 safety

6. Provide architectural models of all methods of running trains through these communities. We need to see scale models that will reveal what towns and stations would look like grade-separated, with multiple, electrified tracks whether above or below ground.

#1 Aesthetics
#7 provide renderings
drawings

7. Provide audio tapes of the sounds of HSR and Caltrain trains running through communities every few minutes at 79-125 mph.

#1 Noise

8. Provide expert analysis on the effects of removing and severely pruning trees and vegetation along the ROW that currently provide housing for birds, especially raptors.

#1 biological resources

9. Explain with statistics how the current proposed route could relieve congestion on the Peninsula when most of our congestion comes from the Central Valley area and the East Bay which will not be served by HSR.

#1 traffic & circulation

10. Explain what the Authority's plans are for using the Altamont route which is implied in their current MOU with Caltrain when referring to the possible use of the Dumbarton Bridge in the future. Explain how the Dumbarton trains would be integrated with the HSR and Caltrain trains at commute hours and how the development of such an East Bay Caltrain line would effect the number of tracks on the west side at Redwood Junction. Show both tracks and schedule.

#2 alternate alignment

Making all this information clear to the residents of the Peninsula whose seventeen communities would be bisected by this train system is essential. We will appreciate your cooperation. As U.S. Representative Anna Eshoo said in March, 2009, about her 14th District,

#11 conclusion

"People value the land there and they've worked hard for generations to protect it. The environment is not an issue here---it's valued, cherished...and sustained by each generation."

We plan to keep it that way.

Sincerely,

Rosemary K. Maulbetsch
rmaulbetscb@sbcglobal.net

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:02 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Alexandra Mayer [mailto:alixmayer@drukers.com]
Sent: Thursday, January 29, 2009 11:16 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

I'm a Palo Alto resident and it seems as though 101 would be a better route for the train than Alma. Please strongly consider.

#2
Alt route

- Alix Mayer
- 1427 Byron Street
- Palo Alto

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:56 PM
To: Kris Livingston
Subject: FW: High Speed Rail in Palo Alto - put it underground

From: Alexandra Mayer [mailto:amayer1993@kellogg.northwestern.edu]
Sent: Monday, February 09, 2009 9:54 AM
To: HSR Comments
Subject: High Speed Rail in Palo Alto - put it underground

I hope the huge funds approved by California voters included putting the high speed rail underground in the city of Palo Alto.] #2 Tunned

My biggest concern is safety. The high suicide rate among high school kids coupled with a high speed rail passing multiple times a day right near Palo Alto high school is inviting trouble. Those kids hang out around the train tracks all day long. Putting the high speed rail underground and limiting access to ticket holders would put me much more at ease.] #1 Safety
#2 Tunned

From a noise perspective, I also do not like the idea of so many trains running so many times each day.

I do see the value of being able to zip down to Los Angeles without having to fly there, but I was shocked that voters approved this bond measure in a time when our state has a financial crisis.

] #2 Noise
#3 Frequency of trains
#1 Conclusion

Thanks for logging my public comment.

- Alexandra Mayer, Palo Alto Resident
- 1427 Byron Street

San Jose to San Francisco Scoping comment on a small postcard by Diane Mc Coy

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? #1 safety
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? #1 noise
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? #1 public svc.
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? #6 prop value
- How will you avoid destroying our trees and impacting on local wildlife? #1 bio
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? #1 aesthetics
#1 air quality

Name	Address	Additional Comments on the Card
Diane Mc Coy	763 Greer Road, Palo Alto 94303	None

I-SC 294

Kris Livingston

From: JMcFall [wmjmcfall@yahoo.com]
Sent: Saturday, April 04, 2009 8:47 PM
To: HSR Comments
Subject: San Francisco to San Jose High Speed Rail

Scoping Period Comment Form

California High Speed Rail - San Francisco to San Jose Section

Names: Jim and Gail McFall

Address: 1530 Escobita Avenue, Palo Alto, CA 94306

Email: wmjmcfall@yahoo.com

Neighborhood: Southgate Neighborhood in Palo Alto

Please note we would like to receive newsletters, information, mailings and meeting notices.

We are homeowners and residents in the Southgate neighborhood of Palo Alto. Southgate is located between Churchill Avenue (north), the Caltrain tracks (east), Peers Park/Park Avenue (south) and El Camino Real (west).

We are concerned about a number of issues regarding the High Speed Rail (HSR) as proposed on the Caltrain corridor along the Peninsula and we hereby request that the High Speed Rail Authority (HSRA) address the following issues in the project design and EIR:

1. Right-of-Way (ROW)

- 1.1. Research the Counties Assessor's files to determine actual property sizes and dimensions for Joint Powers Board parcels that make up the Caltrain corridor in Palo Alto and all affected communities in the Counties of Santa Clara and San Mateo.
- 1.2. Provide documentation of the actual ROWs noted above and show on Peninsula map.

2. Eminent Domain

- 2.1. Based on ROW determination above (see 1.2), provide locations of ROW where adjacent property is likely to be acquired for the ROW, including, without limitation, any and all adjacent properties in Palo Alto affected. Provide list of properties by address.
- 2.2. How will adjacent property be acquired? Describe the process in detail, including, without limitation, whether eminent domain will be used.

3. Tracks Configuration

- 3.1. Provide detailed diagrams, with specifications, for the following four-tracks configurations, including, without limitation, all structural components, and overhead catenary wire structures (including pole heights and specifications) for each of these configurations:
 - 3.1.1. at-grade

#1 Intro & background

#7 request for info

#2 ROW width.
#6 Acquisition of ROW

#6 Acquisition of ROW
#6 eminent domain

#7 info request

- 3.1.2. elevated
- 3.1.3. trench
- 3.1.4. tunnel
- 3.1.5. stacked (two tracks over two tracks)



4. Real Property Values

- 4.1. Research to determine the property values for all properties located within 500 feet of the Caltrain corridor in Palo Alto, as of November 1, 2008 (prior to the passage of Prop 1A in the November 2008 election), including, without limitation, Southgate neighborhood and all residential neighborhoods in Palo Alto within 500 feet of the Caltrain corridor.
- 4.2. Provide documentation of the property value determinations for the properties noted above.
- 4.3. Provide an economic analysis of the effect of the HSR project on the property values of the Southgate neighborhood, as well as all other residential neighborhoods in Palo Alto within 500 feet of the Caltrain corridor.

#6 Property values
#6 Methods of prop value calculation

5. Safety

- 5.1. What are the safety issues for the neighborhoods and schools located adjacent to the Caltrain corridor in Palo Alto and the proposed HSR?
- 5.2. Research and provide estimates for the number of injuries and fatalities in the event of a train derailment for at least one neighborhood and one school located adjacent to the Caltrain corridor in Palo Alto.
- 5.3. Research and provide estimates in the event of a train derailment for the damages and loss of property in at least one neighborhood and school located adjacent to the Caltrain corridor in Palo Alto.
- 5.4. What measures will be incorporated into the HSR system to insure the safety of residents and students of Palo Alto High School in the event of a train derailment?

#1 safety
#1 public services

6. Trees

- 6.1. What are the potential impacts on existing trees located adjacent to the Caltrain corridor in Palo Alto and all communities on the Peninsula in Santa Clara and San Mateo Counties?
- 6.2. Provide documentation regarding the existing trees and any trees that will require removal as a result of the HSR project, including, without limitation a map illustrating existing trees and trees slated for removal.

#1 biological resources

Kris Livingston

From: JMcFall [wmjmcfall@yahoo.com]
Sent: Monday, April 06, 2009 12:03 PM
To: HSR Comments
Subject: San Francisco to San Jose High Speed Rail
Attachments: HSR Mariposa Bkyard 30Mar09.jpg; HSR Churchill eastbound 9March09.jpg; HSR-from Alma northbound 9March09.jpg; HSR from Mariposa Ave 18March09.jpg

Scoping Period Comments

California High Speed Rail - San Francisco to San Jose Section

Names: Jim and Gail McFall

Address: 1530 Escobita Avenue, Palo Alto, CA 94306

Email: wmjmcfall@yahoo.com

Neighborhood: Southgate Neighborhood in Palo Alto

We are homeowners and residents in the Southgate neighborhood of Palo Alto. Southgate is located between Churchill Avenue (north), the Caltrain tracks (east), Peers Park/Park Avenue (south) and El Camino Real (west).

We hereby request that the High Speed Rail Authority (HSRA) address the following issue in the project design and EIR:

1. Visual impacts of train structure options

1.1. Provide drawings, perspectives and other visual aids showing the appearance of the train system from adjacent areas and neighborhoods in Palo Alto, for the following four-tracks configurations, including, without limitation, all structural components, and overhead catenary wire structures (including pole heights and specifications) for each of these configurations:

1.1.1. at-grade

1.1.2. elevated

1.1.3. trench

1.1.4. stacked (two tracks over two tracks)

See attached conceptual sketches for examples (for 1.1.2 above) of graphic information requested.

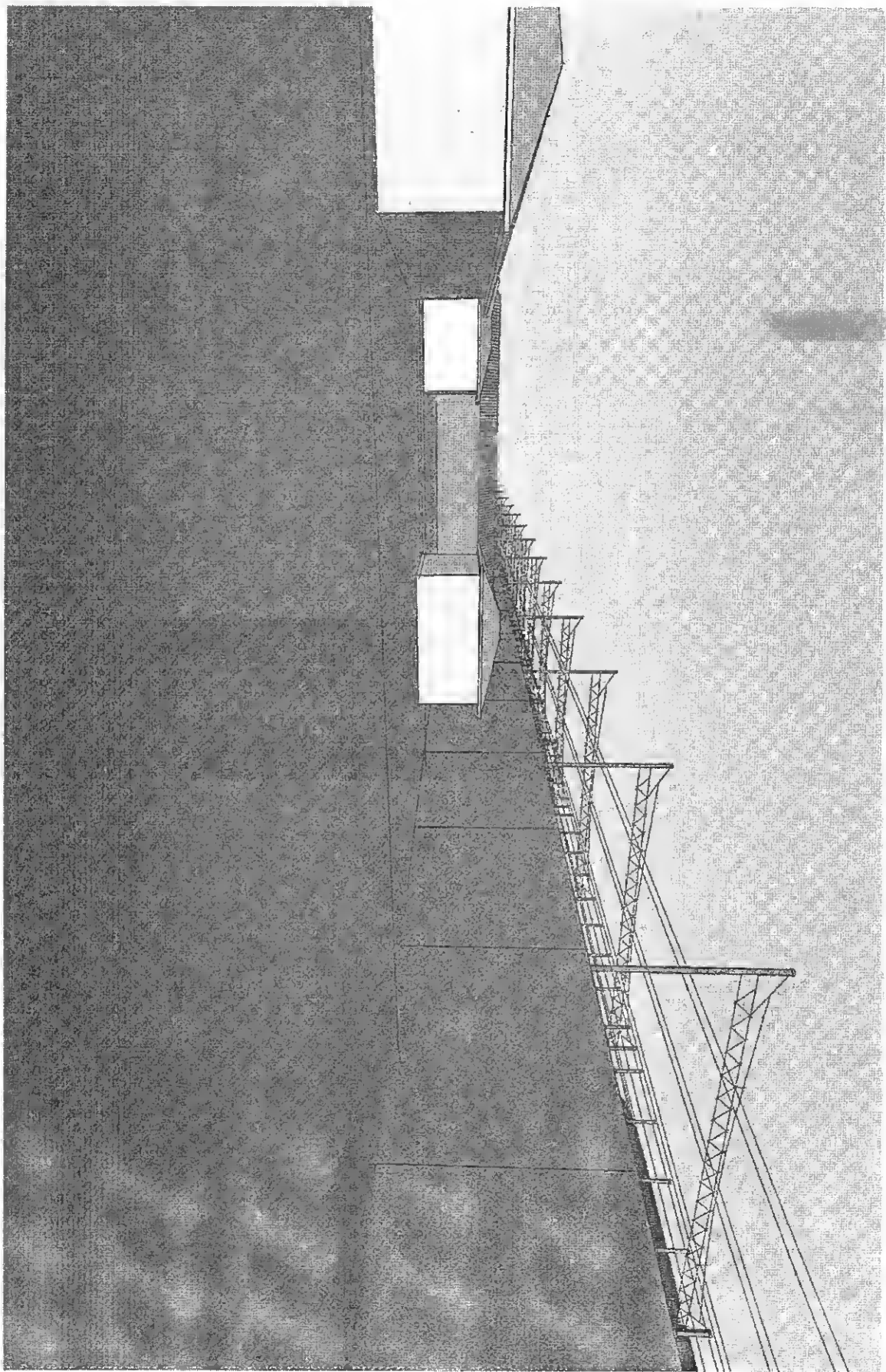
1.2 Provide mitigations for visual impacts of the above configurations. *#1 Aesthetics*

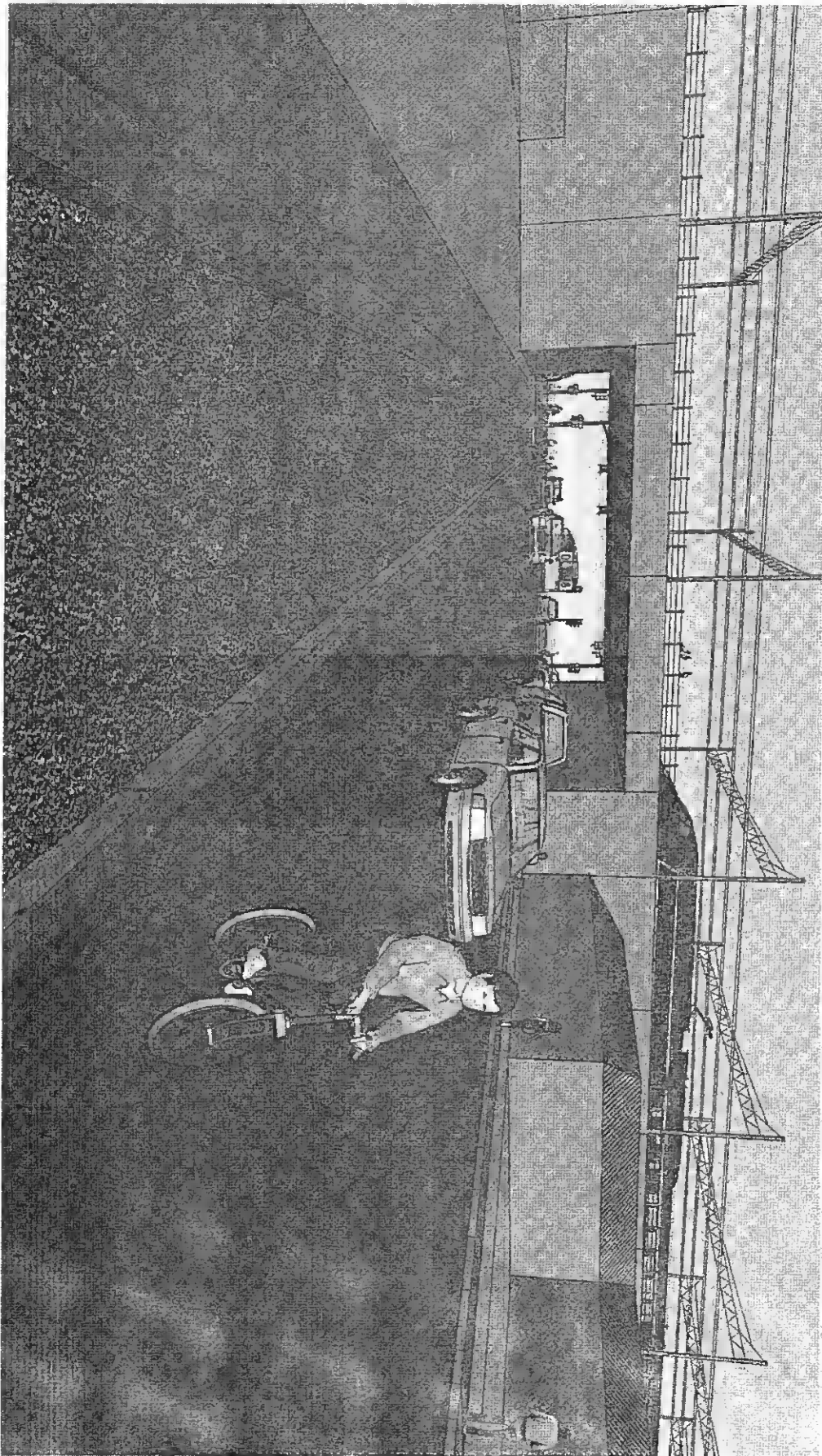
Thank you.

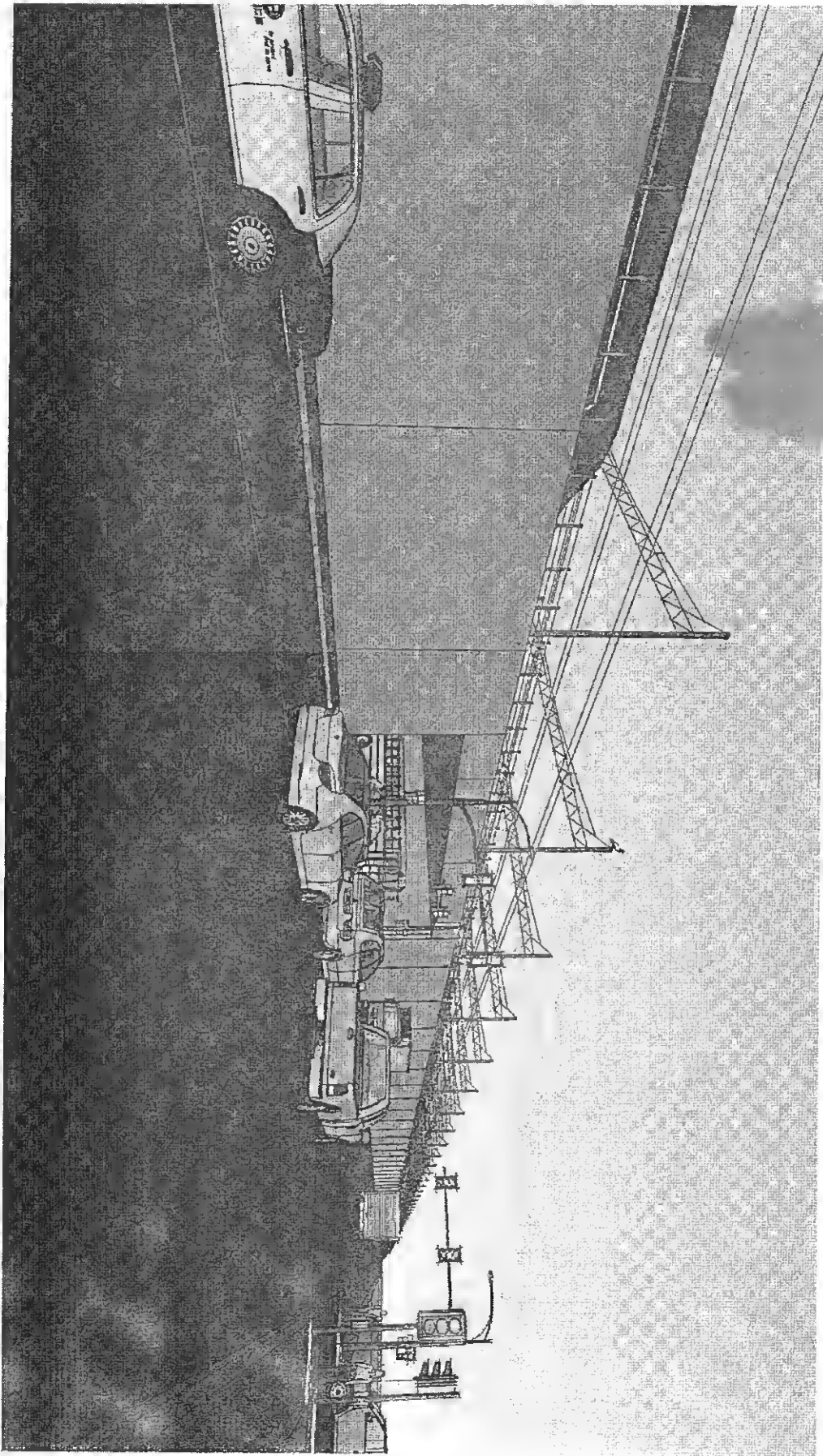
#11 intro

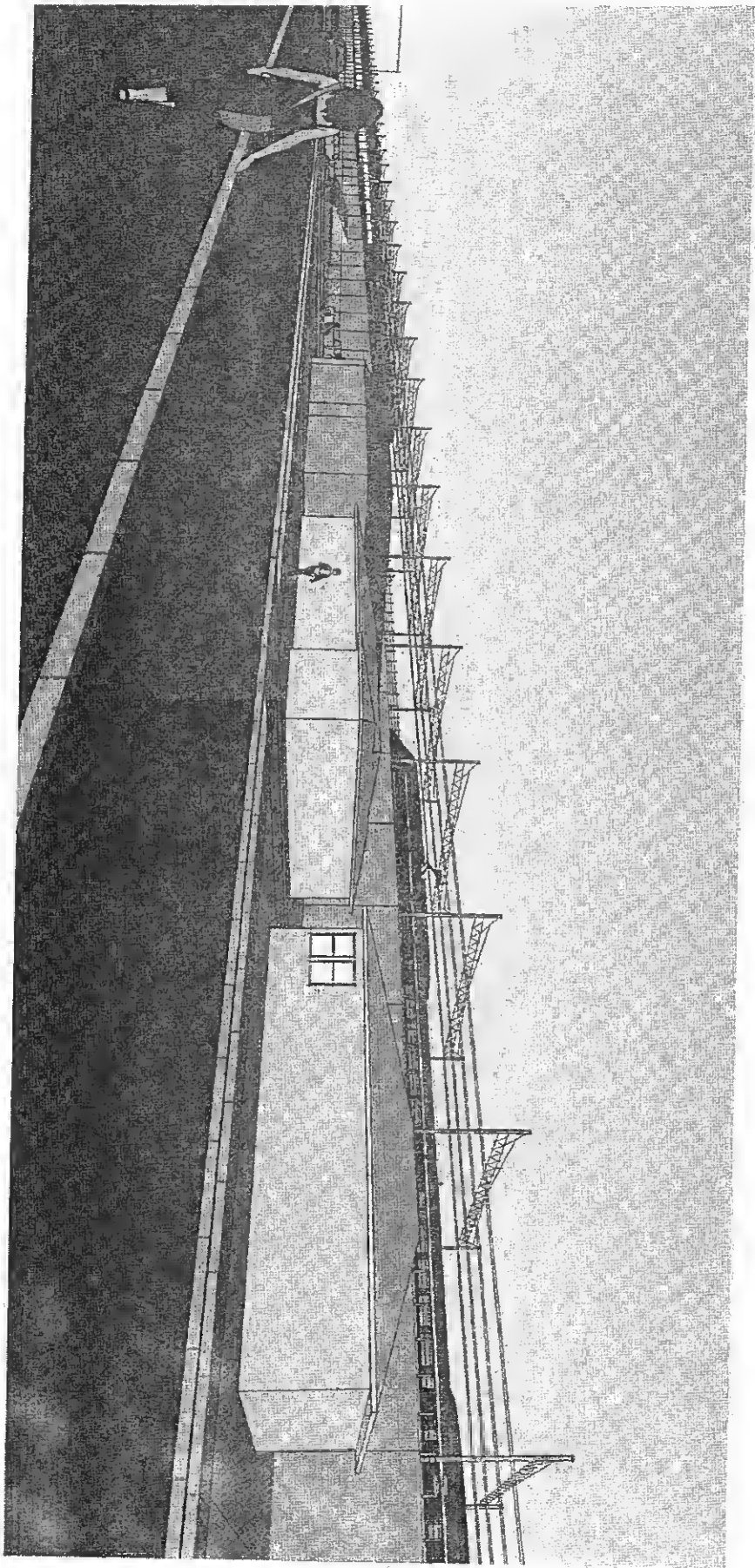
#7 info request

I-SC 296











Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): NANCY M. GARAGHAN City: PALO ALTO State: CA Zip: 94301

Title (if applicable): _____ Phone: 329-0428 Fax: _____

Organization/Business (if applicable): _____ E-mail: chezmcg@hotmail.com

Address _____

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

#1 Community Impacts

#9 Oppose FEB 10 2009

#1 Noise Safety Traffic

#6 Acquiring ROW

Dear Mr. Leavitt,

While a high speed train offers potential benefits in terms of efficiency in transportation, it also has the potential for serious adverse effects on the city of Palo Alto.

I am concerned about noise & safety in a heavily trafficked corridor of the community and the appropriation of land required to build the tracks. This project sounds to me like a nightmare for local citizen.

I could imagine the success of this project if the tracks could be underground. But even at that it seems so out of line to me to be thinking of this HST when we don't even have a BART connection from Palo Alto to the airports (SF & SJ) or San Francisco.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

Thank you
Nancy McGaraghan

1-SC-297

#9

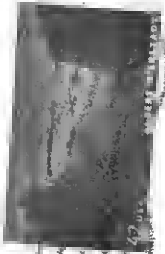
#2 Track under ground

#9

200 Coleridge
94301

SAN FRANCISCO CA 941

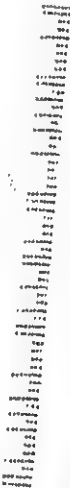
10 FEB 2009 PM 7:11



Mr Van Leavitt, Deputy Director
California High Speed Rail
925 L Street, Suite 1425

Sacramento, CA 95814

551443704 0006





Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): Robert E. McGinnis City: Palo Alto State: CA Zip: 94306
 Title (if applicable): Dr. Phone: 650 326-3131 Fax: 650 326-2729
 Organization/Business (if applicable): educator E-mail: mcginnis@stanford.edu
 Address: 1560 Mariposa Avenue, Palo Alto, CA 94306

MAR 2 2009

BY:

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

1. An increased number of electrified Caltrain trains will be traveling at around 100 mph on the Peninsula, and HSR is limited to 125 mph on the Peninsula. This will make the time saved in traveling between SF and SJ (and between SF and PA and PA and SJ) minimal. Given that minimal savings in time, and if, as is highly likely, the impacts of HSR on Palo Alto and surrounding cities will be deeply harmful in many respects -- financial, community cohesion, noise, aesthetics, environment, and decreased property values -- how is the case for HSR on the Peninsula COMPELLING? Given that HSR would not save much time on the Peninsula and would have strong negative impacts on Palo Alto and other cities, the case for going ahead with it must be COMPELLING. How is it compelling given these realities?

1
NOISE
Travel Time
AEC
EJ

6
PROP. VALUES
3

2. Where is the evidence that the ridership projections in HSR's already published EIR/EIS program-level assessments are anything but self-serving speculations? Where is the evidence that these projections are the results of sophisticated, high-quality social science research based on a random sample based public survey and on the use of valid statistical methods? Why has not a committee of independent survey designers and statistical experts been commissioned to assess the methods used to generate these projections, including those related to ridership, ticket costs, project cost, and decreased greenhouse emissions? In the absence of solid intellectual grounds for taking these projections seriously, they are mere self-serving speculation and do not warrant being taken seriously.

TRAVEL TIME
62
CALCULATION OF
RIDERSHIP

3
Fares
Green House
Gas Emissions

3. Homeowners along the Caltrain corridor have already suffered significant losses in the market values of their properties. Where have those losses been taken into account in a realistic way in HSR thinking, actions, and planning to date?

6
PROP. VALUES

4. What that is patently important would Palo Alto stand to gain from being the site of a HSR station, when doing so would profoundly negatively alter the character of downtown Palo Alto and make it a magnet for much more automotive and bus traffic from adjoining cities? This would put much more car traffic on Palo Alto streets, degrade community air quality, and add to the city noise level, and require the erection of large parking facilities. It is also likely to deter more Palo Altans from going down town for their goods and services. What is it about having a HSR station deserves to take precedence over these extremely negative effects?

1
TRAFFIC
Air Pollution

5. Why was the California public in general and the SF Peninsula public in particular deprived of a chance to give or withhold its informed consent on HSR in last November's election? HSR deliberately kept the Pacheco vs. Altamont pass decision, the 280/101/CalTrain corridor decision, and the fact that HSR would run high above-ground along the Peninsula as low-profile and under-the-public-radar as possible before the election and the vote on Prop. 1A. Why should such chicanery not be regarded as the perpetration of a deception on the public that was to vote on Prop. 1A? Why should there not be a re-vote on HSR when the public is finally becoming aware of what the previously hidden negative effects of HSR on the Peninsula would be and is now able to give or withhold its genuinely informed consent?

Prop
1A

7
REVIEW
of
PLAN
TRANSPARENCY
of
SCOPING

6. What is HSR doing to financially compensate families living along the CalTrain corridor who have already suffered serious losses in their property values, who will find it difficult to sell their houses without incurring further losses, and who would have to live with major construction noise, dust, and uglification for years to come?

6
PROP. VALUES
and table
of
costs

7. What concrete evidence is there that HSR intends to give serious as opposed to perfunctory consideration to the no-build option on the Peninsula?

2
NO BUILD

1-SC-298

Financial Compensation

Kris Livingston

From: Kate McKenzie [kmckpaint@sbcglobal.net]
Sent: Tuesday, March 10, 2009 6:55 PM
To: HSR Comments
Subject: High Speed Rail

To the High Speed Rail Authority,

Please know that I strongly oppose your plans to create a raised cement platform above ground through Palo Alto. We live close to the train tracks, in one of the neighborhoods most affected (Southgate) and you will destroy our homes and lives. If I had known any of your plans (they certainly were not made visible) before the election, I would not have voted for the rail. If you plan to intersect communities, you absolutely owe it to those communities affected, to tunnel under those communities. Like our neighbors, we will do everything possible to derail the plans until there is a guarantee to tunnel.

#1 Opposition
#2 Property values
#2 Tunnel

Kate McKenzie
Madrono Avenue,
Palo Alto, CA 94306

Kris Livingston

From: Karen McNay [kmcnay@apr.com]
Sent: Sunday, April 05, 2009 5:45 PM
To: HSR Comments
Cc: city.council@cityofpaloalto.org; feinstein.senate.gov; boxer.senate.gov;
sf.nancy@mail.house.gov; speier.house.gov; honda.house.gov; senatorsimitian.com;
assemblymemberruskin.com
Subject: San Francisco to San Jose HST

Dear High Speed Rail Authority members,

I am not opposed to the High Speed Rail.... I have had the pleasure of taking that mode of transportation all around the world. I am opposed to having it run 20 feet above ground through the heart of some very valuable, old and important neighborhoods and cities. Pretty much everywhere else in the world the rails run underground through cities and neighborhoods and it works very well. Many of them actually stop at the airports. It has been stated by the HSR that underground through Palo Alto, Menlo Park and Atherton would be to difficult and expensive. It has been possible to run the BART tube under the bay and underground through many of the cities. I know a lot of thought allegedly went into these plans but it seems it was to the benefit of those in Sacramento with little or no consideration for the neighborhoods and residents along the way.

#2 elevated track
#2 foreign system
#3 tunnel
#1 variation

The logical first choice would be to put it back over the Altamont Pass which would serve many thousands coming into San Jose and Silicon Valley from the East Bay daily. That would actually make money. The next best option is to stop the HSR at San Jose and transfer to the existing Caltrain Baby Bullet or regular train. It may take a few minutes longer but would also save a few Billion Dollars. This option would also give the travelers the opportunity to disembark at existing stations along the way or take express trains without having to build mega stations which would be another land grab. I realize this makes too much sense but it does seem the preferable option. The next sensible option would be to run elevated tracks up the 101 corridor along the Bay. That would have little impact on the neighborhoods and other than a possible spotted salamander not nearly as much impact on the surrounding area. Otherwise, the entire tracks should be built underground through Palo Alto, Menlo Park and Atherton and any other cities which may have major neighborhoods impacted. A 20+ foot high wall (soon to be covered with graffiti) running through well established, valuable cities is just not acceptable in any way.

#2 terminate in SJ

#2 Alternate Route
#5 operating costs
#3 connection to other systems
#2 elevated track
#1 biological resources
#2 tunnel wall

You have projected some amazingly huge numbers of people using this HSR and I don't understand where they are coming from if you exclude the East Bay connection. The numbers you are putting out just aren't realistic. And, this isn't a government funded business. BART, Caltrain and VTA are all money losers because of lack of passengers. Look at the mess Ron Diridon left us with on the Light Rail from Mt. View to San Jose. And then he comes to town and tells the concerned residents that HSRA will listen to us but it is a done deal!! Doesn't leave much room for trust or respect from the citizens. There seems to be a strong feeling of arrogance coming from the members of the CHSRA when it comes to communicating with and listening to the citizens. Plus the State is broke. And there is no agreement with UPRR.

#2 Calc. of ridership
#7 poor public outreach transparency

Please, Please, Please have some respect for the citizens along the way. There are many significantly better options than running up the Caltrain right of way.

#3 coordination w/ UPRR

#1 conclusion

Thank You,

Karen McNay
Palo Alto, CA

I-SC 300

- Construction (time frame, staging, noise, potentially hazardous waste, clean up, etc.)
#1 construction impacts to environment
- Connectivity with greater San Jose (with sound walls on each side isolating SL)
#1 community separation
- Health risks posed from close proximity to high electrical current
#1 Hazards
- Fail safe measures to ensure safe operations of the rail
#1 safety
- Seismic structural project reinforcements
#1 Geology & soils
- Effect on historic=2 landmarks-Historic El Camino Real and Almaden Quick Silver Mines
#1 historic resources

I have completed much study re: Japan and Europe's high speed rail and have significant concerns, even to it profitability. I will continue to educate myself so as to ensure that the Silver Leaf neighborhood is not railroaded, figuratively or literally. Should the decision be made to move forward with the current proposal and our concerns not be adequately addressed, I will personally lead the charge for our community against CAHSR to include the possibility of filing or joining existing legal actions against CAHSR. It is my hope, through the scoping process, that CAHSR will give very serious consideration to the above concerns and will select an alternate route that does not impact the Silver Leaf community, its neighbors or history.

#2 compare to foreign system

#2 alternative route

Regards,

Deborah Miller
Silver Leaf Resident
SLNA Board
Delegate Silver Leaf Coalition/City of San Jose

New Deals on Dell Netbooks - Now starting at \$299

Kris Livingston

From: Mary Miller [mary.miller@stanfordalumni.org]
Sent: Tuesday, March 17, 2009 10:36 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Please do not put HST thru the peninsula.
It will blight our neighborhood in palo alto unless it is underground!
mary miller

} #9 Opposition
#1 Aesthetics
#2 Tunnel

Dan Gallagher

From: midtown_gary@mac.com
Sent: Wednesday, January 21, 2009 11:35 AM
To: HSR Comments
Cc: midtown_gary@mac.com
Subject: San Francisco to San Jose HST

I am greatly opposed to having the HST run down the Peninsula, in specific through Palo Alto and its neighboring Cities. The impact to the quality of life will be dramatic. The High Speed Train should terminate in San Jose where anyone wishing to head north would board CalTrain.

I might be convinced this was a good idea If there was a way to put the tracks underground along the Peninsula route allowing those Cities to reclaim the land for Parks or open space. I believe the HSR Authority has not done enough to explore this idea and while costly, this stretch of tracks along the Peninsula is impacted the most by this project.

regards,
Gary

#1 oppose

#2 terminate in SJ

#2 underground

#2 greenway air rights

Kris Livingston

From: Ed H. Chi [echi@parc.com]
Sent: Thursday, March 12, 2009 3:05 PM
To: HSR Comments; city.council@cityofpaloalto.org
Cc: meadowcreek-HOA@googlegroups.com
Subject: San Francisco to San Jose HST

City Council, HSR project:

While many of us voted in the November election for the basic principles behind HST (myself included), its environmental and quality of life impact in the neighborhoods it will pass thru should not be overlooked.

Many of us in the Palo Alto neighborhood of Greenmeadow near the Caltrain corridor are all concerned about the **elevated** HST that are being discussed as an option in Palo Alto. First, the existing train track already divide our town into two halves, the HST will only worsen the problem.

#1 community impacts

Second, potentially more distressing is the increased noise from the elevated trains. There was talk of constructing tunnels thru Palo Alto for the train. This seems like a potential solution that should be looked at seriously.

#1 noise
#2 tunnel

I urge the HST project and the Palo Alto city council to look at these issues very carefully so as to minimize their impact in our neighborhoods. Our neighborhood should not have to suffer dust and noise in order to benefit the larger public good.

#1 air quality
#1 noise

Many thanks.

Ed Chi, Mimi Chang
143 Greenmeadow Way, Palo Alto, CA 94306

CC: Units at the Meadowcreek Association of homeowners

Kris Livingston

From: Kirsten Missett [kmissett@pausd.org]
Sent: Monday, March 30, 2009 1:04 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear High Speed Rail Staff:

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:] #1 Info

Safety: My safety and the safety of my neighbors. How safe is a train travelling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?] #1 Safety

Noise levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?] #1 Noise

Local traffic Flows / Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?] #1 Community Separation
#1 Public Services

Property values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?] #6 Property values

How will you avoid destroying our trees and impacting local wildlife?] #1 Bio

How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?] #1 Aesthetics
AQ

Sincerely,
Kirsten Missett
597 Ashton Ave.
Palo Alto, CA 94306



Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:40 PM
To: Kris Livingston
Subject: FW: No High Speed Rail Through Palo Alto!

From: galen [mailto:denzen@umich.edu]

Sent: Monday, March 02, 2009 1:08 PM

To: PA City Council

Cc: PA Patriot; Diana Samuels; Stephen Baxter; SJMN Letters; SJMN Community; SJMN Executive; Ken McLaughlin; HSR Comments; Gennady Sheyner; Jay Thorwaldson; Don Kazak; PA Weekly; PA Weekly; Dave Price; PA Daily News; PA Daily News; Margaret Abekoga; Heyward Robinson; Jerry Carlson; galen

Subject: No High Speed Rail Through Palo Alto!

Monday, March 2, 2009

Comments to Palo Alto City Council Regarding High Speed Rail

My name is Dennis Mitrzyk. I've lived in the same house near the tracks in South Palo Alto for 29 years and i'm very unhappy with this Council for not taking a leadership role to inform me and the residents of this Community of the sordid details of the High Speed Rail Proposition. When i voted for this monstrosity i had no idea i was voting for an overhead train and i had no idea i was voting to allow my neighbor's private property to be seized. I feel i've been deceived by the usual suspects of 'Public Officials' working for private interests. Any Public Official who is aiding and abetting the High Speed Rail Deception is guilty of criminal abuse of the Public Trust and possibly also election fraud.

#11 intro
#7 prop A
misinformed
#6 eminent
domain

I'm not asking, i'm demanding that this Council immediately join the lawsuit filed by our sister communities Menlo Park and Atherton to stop this insanity in its tracks! Slick, personable representatives of the Orwellian Authority come to "early in the process", "input and feedback" sessions and stand before us with a straight face and tell us how the High Speed Rail line will look. Well, i'm here to tell you there will not be an elevated train line running the length of this beautiful Peninsula creating a Corridor of Blight through some of the most desirable real estate in the world! ...not if We the People have anything to say about it! And to anyone out there who believes this Orwellian Authority has the final say in this matter rather than the People, i say to you this is Fascism not Democracy!

#1 Aesthetics
#7
Public
interests

The other day, i learned from the representative of the Orwellian Authority that the new ambient sound the length of the Peninsula within earshot of the elevated tracks will be the gentle roar of a high speed train carcening by every six minutes. No, absolutely not! Right now the ambient sound in my yard is the song of the Mocking Bird, the Lesser Gold Finch, and the Oak Tit Mousc and it will remain so!

#1 Noise

Running elevated tracks through Palo Alto will destroy this Community and our way of life. How do you put a dollar value on this? Before this insane proposal was fraudulently put to the voters -- and i do mean put to the voters! -- my lovingly landscaped home, verdant with Oxalis and Miner's Lettuce, was still worth over a million dollars, even after the real estate market adjustment. What is my beautiful home of 29 years worth now? If the Orwellian Authority has its way... nothing... nothing. I've worked my entire life to have a home in a quiet, rural/urban setting, if the Orwellian Authority has its way i will have worked all these years for nothing... nothing.

#6 property
values
#7 prop A
misinformed
#6 property
values

And i voted for this insanity? Now that i know the truth, i'm cbanging my vote to "no", emphatically, unequivocally NO! I repeat, i'm not asking, i'm demanding that this City Council join the existing lawsuit and rally other communities up and down the Peninsula to do the same.] #7 prop 1A

We don't need this High Speed Rail. There are already plenty of energy efficient, low cost flights between Northern and Southern California and we already have a train between San Jose and San Francisco. This project will only create more traffic more deficits more subsidies and more government control of our lives. We don't need to make it any easier than it already is to move up and down this Coast. Since you politicos have been so busy fleecing the public and destroying the Public Trust you seem to have missed the latest thinking in such matters: Bio-Regionalism. Check it out.] #1 traffic & arulation

To the people of the Bay Area, i urge you to join me and your neighbors in filing suit to stop this utter insanity that threatens to divide our beloved communities and destroy the peaceful and quiet life we've come to know here in this, the Valley of Heart's Delight.] #11 and 12

#9 oppose.

Dennis "galen" Mitrzyk
Palo Alto

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:37 PM
To: Kris Livingston
Subject: FW: Fw: fantastic (opportunity) deception: high speed rail

From: galen [mailto:denzen@umich.edu]
Sent: Wednesday, March 04, 2009 12:36 AM
To: Barbara Dawson; Cheryl Lilienstein
Cc: galen; PA Patriot; Gary Baum; PA City Council; HSR Comments; Margaret Abekoga; Heyward Robinson; Jerry Carlson; Ken McLaughlin; Diana Samuels; Stephen Baxter; Karla Kane; Gennady Sheyner; Dave Price; Josh Wolf; Brittany Maling; Peter Drekmeyer; Aram James; Marie Hetherington
Subject: Re: Fw: fantastic (opportunity) deception: high speed rail

Hi Barb and Cheryl, thanks for getting in touch. I agree, that if done properly, HSR could be an incredible benefit; however, i have very little faith that the HSRA will do it right. They lied to us right from the start in the Proposal on which we voted and they're lying to us now. They're moving ahead with their default plan for elevated tracks and before we make our case for tunneling they will simply tell us the decision has been made to overhead for financial reasons, end of story, the Authority has spoken. I feel our only recourse at this stage of the game is to file suit to stop this thing in its tracks. I also want criminal charges for election fraud on certain key people behind this sham.

If you want to join the PA Patriot group, Cheryl, just send an e-mail to: p-a-patriot-subscribe@vahoogroups.com.

All the best -- Dennis "galen" Mitrzyk

Barbara Dawson wrote:

Galen,
Could you please put Cheryl on our PA Patriot list? Secondly she would like to communicate with you directly about your letter and the ideas she has laid out below. I am guessing she sees someplace other than where the CalTrain tracks run now to create this new city plan.

Take a deep breath.

Barb

----- Original Message -----

From: Cheryl Lilienstein
To: Barbara Dawson
Sent: Tuesday, March 03, 2009 7:53 AM
Subject: Fwd: fantastic opportunity: high speed rail

Dear Barb,

I am a high speed rail proponent, and see it as a spectacular opportunity to unify Palo Alto and improve our community. Herc is a letter I wrote to Mayor Drekmeyer. Perhaps you would forward to Galen? And, how can I get on p-a patriot list?

Thanks, Cheryl

Begin forwarded message:

#11 background/
irrelevant
to commenter
(Cheryl)

Kris Livingston

From: galen1@mindspring.com
Sent: Thursday, March 26, 2009 8:43 AM
To: HSR Comments
Cc: bmmaling@gmail.com; clilienstein@me.com; dan@danlorimer.net; daniel.k@earthlink.net; denzen@umich.edu; YAPAR@aol.com; illusionsnomore@roadrunner.com; mariamfula@earthlink.net; p-a-patriot@yahoo.com; prez@usa-exile.org; RenoDeCaro@aol.com; saraannruth@gmail.com; flameflower@runbox.com
Subject: San Francisco to San Jose HSR

Even though i voted for the HSR proposal, now that i know that the default plan is for an elevated track running the length of the Peninsula, i am adamantly opposed to the HSR. Knowing what i know now that i didn't know then, i'm demanding a new vote! I vote NO and i bet that everyone else who was deceived by the HSRA will also vote NO now that they know the truth of this incredible scam. The people of this State and particularly the people of the Bay Area were purposely deceived by the usual suspects of corrupt Public Officials working for private interests. This entire HSR plan is one huge scam and i will not stand for it. I stand firmly in opposition.] #7 Prop 1A #9 opposition

Our local representative, Ron Diridon, is NOT representing the interests or the concerns of the people of the Bay Area even one iota. He represents ONLY the interests of the Orwellian High Speed Rail Authority. He tells us that \$90M has already been spent so it's "too late" to question the plans of the HSRA. He tells us that too many questions will only delay the HSR. Well guess what? ...the HSR should be delayed forever!] #7 consider public interests

What follows is a summary of why i'm opposed to this entire HSR debacle:

- 1) the HSRA engaged in election fraud by not making it clear to the voters that the default plan was for an elevated track running the length of the Peninsula (election fraud is ILLEGAL, i want to see the people responsible stand trial);] #7 Prop 1A
- 2) the Palo Alto City Council approved and endorsed the HSR plan without getting any input from the people that they SERVE (this is a gross betrayal of the public trust and amounts to criminal malfeasance, i want to see the members the Palo Alto City Council responsible for endorsing this insanity stand trial);
- 3) the biggest rationale for HSR seems to be Europe has HSR, but this logic is flawed since the population density in Europe is far greater;] #2 Compare to foreign system
- 4) there are already many airports connecting North and South California;] #2 alt #3 other services
- 5) there is already a "baby bullet" train connecting San Jose and San Francisco;] #2 alt #3 other services
- 6) an elevated track running the length of the Peninsula will create a corridor of blight through some of the most expensive, most desirable, most expensive, and most beautiful land in the entire world!;] #1 Aesthetics
- 7) an elevated track will divide the entire Peninsula into East and West sectors;] #1 Community Separation
- 8) an elevated track will destroy the quality of life of everyone living close enough to hear trains speeding by every six minutes;] #1 Noise
- 9) an elevated track will mean that my beautiful home of 29 years in South Palo Alto will be virtually worthless;] #6 Property Values

- 10) an elevated track will require homeowners to have their property seized;] #6 Eminent domain
- 11) an elevated track will destroy valuable historic sites on the Peninsula such as the 1000 year old El Palo Alto;] #1 biological resources
- 12) the State of California is already bankrupt, any HSR will need massive subsidies to remain in operation;] #5 operational costs
- 13) the ridership estimates for the HSR are arbitrary, based totally on wishful thinking;] #2 Ridership
- 14) making it easier to travel simply creates more travel, this additional travel adds to carbon emissions, the HSR would CREATE pollution not reduce it;] #1 Air Quality GHG
- 15) the idea being promoted by true visionary environmentalists is Bio-Regionalism, a HSR connecting North and South California is not forward thinking, it's backward thinking!] #9 opposition

For all of the reasons stated here, i demand that the HSRA immediately cease and desist this corrupt scam being foisted on the people of the Bay Area. If Southern California wants a HSR, let them have it, but it should stop in San Jose and Sacramento, end of story.] #2 Terminate in South Bay

Livid -- Dennis "galen" Mitrzyk

Kris Livingston

From: galen1@mindspring.com
Sent: Wednesday, April 01, 2009 8:18 AM
To: HSR Comments
Cc: galen; HSR List; marie; Prez; Reno DeCaro; PAP
Subject: San Francisco to San Jose HSR (addendum)

Even though i voted for the HSR proposal, now that i know that the default plan is for an elevated track running the length of the Peninsula, i am adamantly opposed to the HSR. Knowing what i know now that i didn't know then, i'm demanding a new vote! I vote NO and i bet that everyone else who was deceived by the HSRA will also vote NO now that they know the truth of this incredible scam. The HSR measure "passed" by a slim margin, 52% if i remember right, it would never have "passed" had the people known what they were voting for. The people of this State and particularly the people of the Bay Area were purposely deceived by the usual suspects of corrupt Public Officials working for private interests. This entire HSR plan is one huge scam, i will not stand for it. I stand firmly in opposition and will do everything in my power to stop it.

Our local representative, Ron Diridon, is NOT representing the interests or the concerns of the people of the Bay Area even one iota. He represents ONLY the interests of the Orwellean High Speed Rail Authority. He tells us that \$90M has already been spent so it's "too late" to question the plans of the HSRA. He tells us that too many questions will only delay the HSR. Well guess what? ...the HSR should be delayed forever!

What follows is a summary of why i'm opposed to this entire HSR debacle:

- 1) the HSRA engaged in election fraud by not making it clear to the voters that the default plan was for an elevated track running the length of the Peninsula (election fraud is ILLEGAL, i want to see the people responsible stand trial); #7 elevated tracks
- 2) the Palo Alto City Council approved and endorsed the HSR plan without getting any input from the people that they SERVE (this is a gross betrayal of the public trust and amounts to criminal malfeasance, i want to see the members the Palo Alto City Council responsible for endorsing this insanity stand trial); #1 no public input
- 3) the biggest rationale for HSR seems to be Europe has HSR, but this logic is flawed since the population density in Europe is far greater; #1 rather foreign system
- 4) there are already many airports connecting North and South California; #2 airport access system
- 5) there is already a "baby bullet" train connecting San Jose and San Francisco; #2 baby bullet
- 6) an elevated track running the length of the Peninsula will create a corridor of blight through some of the most expensive, most desirable, most expensive, and most beautiful land in the entire world!; #2 elevated tracks
- 7) an elevated track will divide the entire Peninsula into East and West sectors; #1 common impact
- 8) an elevated track will destroy the quality of life of everyone living close enough to hear trains speeding by every six minutes; #1 noise
- 9) an elevated track will mean that my beautiful home of 29 years in South Palo Alto will be virtually worthless; #1 property value
- 10) an elevated track will require homeowners to have their property seized; #1 eminent domain

I-5C 309

11) an elevated track will destroy valuable historic sites on the Peninsula such as the 1000 year old El Palo Alto;

#1
cultural
historic

12) the State of California is already bankrupt, any HSR will need massive subsidies to remain in operation;

#8
cost

13) the ridership estimates for the HSR are arbitrary, based totally on wishful thinking;

#2
ridership

14) ticket prices will be high enough that only wealthier people will be able to afford it, so the working poor will be forced to subsidize the travel of the more affluent;

#5
fines

15) security measures to safeguard HSR passengers will need to be similar to measures at airports so the time difference between HSR and flying will be greater than advertised;

#1
safety

16) HSR will be difficult to protect against interference that would bring the whole line to a halt;

#2
operation

17) making it easier to travel simply creates more travel, this additional travel adds to carbon emissions, the HSR would CREATE pollution not reduce it; and

#1
air
quality

18) the idea being promoted by true visionary environmentalists is Bio-Regionalism, a HSR connecting North and South California is not forward thinking, it's backward thinking!

#9

For all of the reasons stated here, i demand that the HSRA immediately cease and desist this corrupt scam being foisted on the people of the Bay Area. If Southern California wants a HSR, let them have it, but it should stop in San Jose and Sacramento, end of story.

#9

Livid -- Dennis "galen" Mitrzyk
Palo Alto, CA

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:37 PM
To: Kris Livingston
Subject: FW: [Palo_Alto_HSR] Anti-HSR Rally?

From: galen [mailto:denzen@umich.edu]
Sent: Tuesday, April 21, 2009 1:58 PM
To: Palo_Alto_HSR@yahooogroups.com; PA City Council; PA Patriot; Yoriko Kishimoto; HSR Comments; Peter Drekeimer; John Barton
Cc: galen; Dan Lorimer; Marie Hetherington; Sara Armstrong; Brittany Maling; Liz Kniss; Margaret Abekoga; Heyward Robinson; Jerry Carlson; Bern Beecham; Donald Larkin; Barbara Boxer; Ken McLaughlin; Paul Rogers; Barbara Marshman; Karla Kane; Gennady Sheyner; Dave Price; Mike Cobb
Subject: Re: [Palo_Alto_HSR] Anti-HSR Rally?

Dear Rita et alia, i agree with what Rita has posted here. HSR is NOT a "done deal". People like Martin and Arthur want us to believe that it is when it most certainly is NOT. I believe we have to fight fire with fire. Since the HSR ballot initiative was fraudulently sold to the good people of this State, the results of that initiative should be challenged in a court of law and the responsible parties brought to justice. As we pursue a court case, we should start collecting signatures right now for a new, truthful ballot initiative that would overturn the proposal that so many of us voted for under false pretenses.

This is utter nonsense! The HSRA is projecting a huge growth in the population of this State. Rather than worry about food and water and basic services like education and a job for all of these new people, the HSRA is worried about whisking people to Disneyland instead! This is absolutely insane and it's criminal. If we simply roll over and let them destroy our way of life here, what's next? No, i refuse to let these slick political criminals get away with this!

Furthermore, we need to take this fight to our City Council as well. At least three of them seem to think HSR is a good idea. My question for them is: Whom do you serve? ...the people? or big business?

This fight is just beginning. We can't give up just because people like Martin and Arthur tell us we should just accept this travesty and get on with it. No! ...we've only just begun to fight this insanity.

For truth and justice -- Dennis "galen" Mitrzyk

._==._==._==.

Rita Wespi wrote:

>>I try to operate under "worst scenario" rules.

Martin, my view of the worst case scenario is complacency. The worst that can happen is for people to slowly come to conclusion that HSR through the Peninsula is a given - an inevitable outcome - an impossible thing to fight. I don't buy into that view, maybe because I still have a (naïve?) belief that by uncovering facts and deception we can alter the outcome.

As the HSR momentum grows, I've seen people who were adamantly opposed to HSR gradually lower their resistance

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:38 PM
To: Kris Livingston
Subject: FW: [Palo_Alto_HSR] Anti-HSR Rally?

From: galen [mailto:denzen@umich.edu]
Sent: Saturday, April 18, 2009 10:35 AM
To: Palo_Alto_HSR@yahooogroups.com
Cc: galen; PA City Council; PA Patriot; Brittany Maling; Sara Armstrong; Ken McLaughlin; Barbara Marshman; Karla Kane; Gennady Sheyner; PA Daily News; Dave Price <price@baydailypost.com>; Marie Hetherington; Dan Lorimer; Margaret Abekoga; Heyward Robinson; Jerry Carlson; Peter Drekmeyer; Yoriko Kishimoto; HSR Comments
Subject: Re: [Palo_Alto_HSR] Anti-HSR Rally?

Martin, i beg your pardon! To characterize my e-mail as "flaming" is utter nonsense. No, HSR is NOT a "done deal". The people behind this monstrosity engaged in election fraud to get the bond measure passed. They know it, you know it, and i know it. Election fraud is ILLEGAL. This is my very clear position on HSR. I want to see the criminals who are behind this behind bars. Is this precise enough for you?

Regards -- Dennis "galen" Mitrzyk

Martin Engel wrote:

Galen, forgive me but if there is such a thing as this anti-HSR rally, I think it's a counter-productive thing to do. Flaming may make you feel good but won't accomplish anything. Being critical of the HSR agenda as "managed" by Kopp and Diridon is good and necessary. We need to know the facts. But opposing this project this late in the game is worthless. It won't go away.

I ask that all of us who have become so concerned need to become and stay focused. What, precisely do we object to? What, precisely do we want? We need to know the answer to both of those questions and we need to help everyone else understand why those answers are critical to all of us.

I firmly believe that, unless a miracle happens, the Caltrain corridor will host the high-speed train. We may wish for Altamont, stopping HSR in San Jose, using 280 or IOI or some other alternative route, but that wishing is not well-directed energy. Remember, we are dealing with two forces, HSR and Caltrain. They have a shared agenda on the corridor.

Here are some stimuli for helping you get and stay focused:

- Eminent Domain Adverse Takings #6 Eminent Domain
- Construction easements #6 Acquiring ROW #1
- Shoofly, temporary tracks #2 Tracks
- Property value deterioration #6 property values
- Town division and separation #1 community separation
- Quality of life erosion #1 Community impacts

- Over five years of construction disruptions #1 construction impacts to environment
- Lawsuits #9 public opposition #5 costs

In order to mitigate these effects, it might be great to have a tunnel rally.

"TRANSFER THE TRACKS THROUGH TUNNELS"] #2 tunnel

"WE WANT 100,000 NEIGHBORS ON OUR SIDE"

"SAVE OUR URBAN ENVIRONMENT"

"WE ARE MAKING OUR GRASS-ROOTS GROW"

"GIVE US BACK OUR RAIL CORRIDOR AND MAKE IT GREEN"

"PUT THE TRAINS OUT OF SIGHT"

#11 conclusion

Martin

Hi all, somehow i got in my head that there's an anti-HSR Rally tomorrow, Saturday. Is this true?

Please advise -- galen

#11 background

Martin Engel
1621 Stone Pine Lane
Menlo Park, CA 94025
650:323-1670
martinengel@earthlink.net

with the mistaken belief that it's becoming too difficult to challenge. It's becoming *more* difficult to challenge, but it's way, way too early to be throwing in the towel. As the HSR momentum grows we must elevate our efforts to match that growth, expanding our reach to local, state and federal officials. Complacency is our enemy, not HSR or those 3 lovable guys.

#11

Rita

Martin Engel wrote:

Thanks, Arthur. I agree with your reading and that is one of the reasons I'm not sanguine about stopping this tsunami. These guys are arrogant, but not stupid. They have and listen to lawyers. Because there has been no accountability or oversight, no one has yet seriously taken them to task for their "misbehavior." My own pessimism tells me that it's too late since a majority of the voters, well or ill informed, did approve the bond measure. Although all this was undone in Florida some years ago, I do not believe it will happen here.

#11

Therefore, I say, let's get on with it. Tunnels only cost too much until you start pricing -- with full-cost accounting -- all the alternatives. It would be a win-win. We get ALL the trains out of sight and open up the rail corridor without rails, and they get fast, efficient four tracks on which their HSR can run as fast as they wish. AND, we haven't discussed this yet, but they can straighten the tunnels below ground from one station to the next, without having to follow surface contours.

#2
Tunnel
cost

Martin

As a researcher in election integrity issues, the campaign for the High Speed Rail bond was not, per se, election fraud. Disinformation or misinformation in campaigns is decidedly not considered fraud in the US. There are primarily two types of election fraud in the US: voter fraud and electoral fraud. Voter fraud is when voters who are not supposed to vote cast votes anyway. Electoral fraud is when the tally is incorrect because of election mechanism issues, including voting machine or voting tally machine compromises, or vote selling or coercion, or other systematic voting process manipulations.

#7 Prop 1A

Unfortunately, prosecuting disinformation or misinformation in campaigns as election fraud has potentially greater risks than any problem it might solve. If anything, the freedom of speech most applies to political speech, where outright lies are fair game and are to be countered with truth not legal action.

Best regards,
Arthur

At 10:34 AM -0700 4/18/09, galen wrote:

>Martin, i beg your pardon! To characterize my e-mail as "flaming"
>is utter nonsense. No, HSR is NOT a "done deal". The people behind

>this monstrosity engaged in election fraud to get the bond measure
>passed. They know it, you know it, and i know it. Election fraud
>is ILLEGAL. This is my very clear position on HSR. I want to see
>the criminals who are behind this behind bars. Is this precise
>enough for you?

dup.

>Regards -- Dennis "galen" Mitrzyk

--

Experienced advisor to leading edge startups and
accomplished expert witness on patent infringement cases.

Arthur M. Keller, Ph.D., 3881 Corina Way, Palo Alto, CA 94303-4507
tel +1(650)424-0202, fax +1(650)424-0424

--

Martin Engel
1621 Stone Pine Lane
Menlo Park, CA 94025
650:323-1670
martingengel@earthlink.net

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:03 PM
To: Kris Livingston
Subject: FW: "San Francisco to San Jose HST"

-----Original Message-----

From: Molano, Pamela [mailto:PMolano@LPCH.ORG]
Sent: Wednesday, January 28, 2009 4:18 PM
To: HSR Comments
Cc: Senator.simitian@sen.ca.gov
Subject: "San Francisco to San Jose HST"

I have been apprised of the initial scoping for the California High Speed Rail system, in particular, the San Francisco to San Jose link. I understand the next step in the process is completion of an Environmental Impact Report in the spring of 2010. I have many concerns about the devastating environment impacts that this link would have on the Southgate neighborhood (bordered by Churchill and Park Avenues and El Camino Real and Alma) in Palo Alto. I would like to share my "quality of life" concerns and ask you to be aware of the following issues:

1. The additional noise and vibration of 125 mph trains (encroaching further into the neighborhoods all along the existing Cal Train tracks) will have a profound negative effect on all nearby homes.
2. The unsightliness of "grade separated" trains, overhead lines, and/or depressed streets will destroy the current ambiance of the neighborhoods. Having massive concrete barriers built around the tracks and through the middle of own town is not compatible with the neighborhoods. What would be the impact on Peers Park and Palo Alto High School?
3. The loss of homes in the affected neighborhoods along the train tracks will further reduce housing in Palo Alto...the opposite direction from where the city would like to head with its growth and development plans. The relocation assistance required for the displaced neighbors would be very costly.
4. In the event of an earthquake, trains could be displaced causing more trauma to actual lives and neighborhoods.
5. Walking and biking within the city of Palo Alto are becoming increasingly popular as "green" transportation alternatives. The new tracks and higher speed trains will greatly impact the safety of children and adults as they cross the tracks on their way to school and work. Where would the school crossings and under/over passes be built? This would also be costly.
6. Making Palo Alto a "destination hub station" would greatly increase traffic issues for the city. This is a constant point of contention for the city with any new development.

Building the San Francisco to San Jose HST along the Cal Train tracks would cause a major deterioration of quality of life and makes Palo Alto/Southgate a community I would no longer choose to live in. I strongly oppose this development along the Cal Train tracks.

There are other options that would minimize environmental impact on immediately adjacent neighborhoods, avoiding schools, backyards, parks, etc. These options include:

1. Placing this development along Highway 101 (with the advantage of revitalizing blighted areas along 101).
2. Placing this development directly east from San Francisco to the Central Valley.

#1 noise
vibration
#1 aesthetics
Public service
#1 pop &
housing
#6
biomedical
compensation
#1 safety
#1 circulation
#1 circulation

#2
Alt route

3. Placing this development along the BART line.
4. Determining that a "No Build" option is most appropriate for the San Francisco to San Jose link due to the negative environmental impacts.

I strongly support the exploration of the above listed options. Thank you for your interest in soliciting our comments and suggestions.

Pamela A. Molano, FACHE, FACMPE
Chief Administrative Officer,
Pediatric/Obstetric Faculty Practice Organization & Vice President, Physician and Ambulatory Services Lucile Packard Children's Hospital @ Stanford
700 Welch Road Suite #225
Palo Alto, CA 94304
Phone: 650/723-5636
E-mail: pmolano@lpch.org

Notice: This e-mail communication and any attachments may contain confidential and privileged information for the use of the designated recipients named above. If you are not the intended recipient, you are hereby notified that you have received this communication in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this communication in error, please notify the sender immediately by telephone and destroy all copies of this communication and any attachments.

CONFIDENTIALITY NOTICE: This communication and any attachments may contain confidential or privileged information for the use by the designated recipient(s) named above. If you are not the intended recipient, you are hereby notified that you have received this communication in error and that any review, disclosure, dissemination, distribution or copying of it or the attachments is strictly prohibited. If you have received this communication in error, please contact the sender and destroy all copies of the communication and attachments. Thank you.
MSG:104-123

San Jose to San Francisco Scoping comment on a small postcard by Kate Mone

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics air quality*

Name	Address	Additional Comments on the Card
Kate Mone	4163 Park Blvd, Palo Alto 94306	None

I-5C 313

Kris Livingston

From: info@hsr.ca.gov
Sent: Wednesday, March 25, 2009 11:00 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Larry Mone
Company:
Phone: 650.856.4221
Email: larry.mone@gmail.com
Website:
Comment:

The house in which my family lives borders the rail line in Palo Alto between Charlston and East Meadow. I am very concerned about the safety of my family if a high speed train should have an accident at very high speed in my neighborhood. Can you guarantee the safety of my family?

#1 Safety

Kris Livingston

From: Larry Mone [larry.mone@gmail.com]
Sent: Monday, March 30, 2009 8:42 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

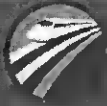
Dear High Speed Rail Staff:

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- **Safety:** My safety and the safety of my neighbors. How safe is a train travelling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?] #1 Safety
- **Noise levels:** How will noise levels be affected by the combination of more frequent trains running at much higher speeds?] #1 Noise
- **Local traffic Flows / Community Separation:** How will you avoid separating children from their schools and large sections of the city from emergency services?] #1 Community Separation Public Services
- **Property values:** Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?] #6 Property Values #1 Emissions #1 Bldg
- **How will you avoid destroying our trees and impacting on local wildlife?**
- **How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?**] #1 Air Q, Acoustics

Sincerely

Larry Mone
4163 Park Blvd
Palo Alto, CA 94306
650.856.4221



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

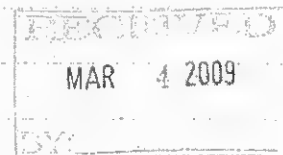
☒ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): MARGARET MASLOE City: PROVIDENCE State: CA Zip: 94506
Title (if applicable): HOMEOWNER Phone: (650) 327-3214 Fax: (650) 327-3215
Organization/Business (if applicable): SOUTH COAST E-mail: masloe.marg@sbcglobal.net
Address: 1570 MADRONA AVE

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please comment clearly.

Please see attached.

#7 INFORMATION REQUEST



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing.

I-SL 316

Scoping Period Comment Form

San Francisco to San Jose Section

Name: Margaret Monroe

City: Palo Alto State: CA Zip Code 94306

Title: Homeowner

Phone: (650) 327-3214

Fax: (650) 327-3215

Organization: South Gate Neighborhood e-mail: Monroe.meg@sbcglobal.net

Address: 1570 Madrono Avenue, Palo Alto, CA 94306

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Please Comment Clearly:

The Southgate neighborhood of Palo Alto lies between Churchill Avenue (north), the CalTrain tracks (east), Peers Park/Park Avenue (south) and El Camino Real (west). As a resident and homeowner I have several issues regarding high-speed rail which I would like to have addressed in the project design and EIR. I would also like to request an economic analysis of the effect of the high-speed rail project on the property values of the Southgate neighborhood.

#6
property
value

1. Although designed as a local collector street, Churchill Avenue serves as an arterial connection between Alma Street (Central Expressway extension) and El Camino Real. This segment of Churchill crosses the CalTrain tracks at grade. What is the current volume of traffic on Churchill, what is the projected traffic (particularly as the High School proposes to expand) in 5, 10, and 20 years? How will the presence of high-speed rail affect the rail crossing and intersection at Alma and Churchill. Please consider this analysis for alternative rail locations: at grade, elevated or placed below grade in either an open trench or tunnel.

#1
traffic

#2 grade
tunnel
trench

2. What is the current noise impact of the CalTrain on our neighborhood? How will the current noise levels change with the high-speed rail? Please consider this analysis for alternative rail locations: at grade, elevated or placed below grade in either an open trench or tunnel. This analysis should be done for at least two locations on each of the streets in the neighborhood parallel to the CalTrain rail e.g. Mariposa, Castellija, Escobita, Madrono, and Portola. Also if sound walls are proposed, how will the various heights of the walls affect the path of noise travel through the neighborhood by each of the streets?

#1
noise

MARGARET MONROE
3/3/02

I-5C 316

3. What will be the impact of right-of-way purchase on land use? Should only a part of the properties adjacent to the current CalTrain right-of-way be acquired (east side of Mariposa Avenue), how will the remainder of the now non-conforming lots be addressed? For example, on most of the lots affected the garage sits at the rear property line. Acquisition of say 10 feet would result in the removal of their covered off street parking (required by the current zoning code); how will the required covered parking be provided on the new non-conforming lots? A detailed study of legal lot requirements and zoning should be included in the EIR. Should right-of-way acquisition include the entire parcel of all the lots on the east side of Mariposa next to the CalTrain right-of-way, how will the remainder of now non-conforming lots not required for rail or support right-of-way, be treated?

#6
Property
acquisition

4. In the EIR there should be a detailed analysis of the visual impact of the infrastructure for each of the high-speed rail options (at grade, elevated, below grade in open trench and tunnel). The study should include visual impact of the project alternatives for each street in the neighborhood parallel to the railroad tracks. Infrastructure for visual analysis should include power poles and lines, elevated track structures, redesigned rail crossing facilities and signals, impacts of tree and foliage removal, etc.

#1
Aesthetic

5. Environmental documents may not be required to include economic analysis; however, a separate economic impact analysis should be prepared to address the impact of the project on the value of the properties and improvements in the Southgate neighborhood; and on Palo Alto High School and the Palo Alto Board of Education offices located on the north side of Churchill.

#6
Property
Value
#1
Public Services

6. How will the construction of the high-speed rail affect Peers Park? Is rail subject to the same limitations as freeways in the 'taking' of public park area? If so, where will the lost park acreage be replaced?

#1
Park +
recreation

7. What will the real cost per passenger trip be on the completed high-speed rail? Would riders be willing to pay a ticket price, which would even meet the 25% of fare-box standard used by mass transit? Is it anticipated that all riders from CalTrain will be diverted to high-speed rail at the stations where the high speed rail stops? What will be the financial impact on CalTrain caused by high-speed rail service on the Peninsula?

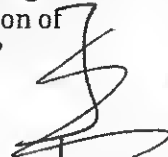
#5
Fares.
Costs

8. How will the high-speed rail affect the local service on CalTrain? Already the CalTrain service has been reduced by the current "leap frog" approach used

#3
Local
service

to maintain a constant service time between San Jose and San Francisco during rush hour. How will high-speed rail service impact the regional (San Francisco to/from San Jose) and service to local communities along the rail? Also how will the design of the high-speed rail affect electrification of CalTrain, CalTrain ridership and freight access to San Francisco?

#3 regional
coordination


~~the~~
electrification

Kris Livingston

From: biggiggles@gmail.com on behalf of Laurence Moore [moore.laurence@gmail.com]
Sent: Sunday, March 08, 2009 1:23 AM
To: HSR Comments
Subject: Attn: San Francisco to San Jose HST Project EIR/EIS

To Whom It May Concern,

I would like to voice my support for the California HSR project; I was recently surprised and disappointed to hear that the city government of Palo Alto had voiced its concern and objection to the project. I would like it to be on record that, as a resident of Palo Alto, I would very much appreciate a nearby, fast link to San Francisco, San Jose and other points in the state.

#8 support

I grew up in Europe where the benefits of high speed rail are abundantly clear, and I'm sure that it will only be good things to our area. I am enthusiastic that it will reduce travel times, reduce roadway and airway congestion and decrease greenhouse gas emissions. Furthermore, I do not believe that it is going to be as much of a nuisance to our community as some in this city would believe; in fact, I have no doubt that an HSR would certainly be no less noisy or ugly than the slow, clanking Caltrains! In my experience, grade-separated rail lines in Europe are usually quieter and less bothersome than commuter rail lines as the trains pass by faster and more attention is put into containing noise. In fact, if anything the HSR project will probably benefit the area by engendering engineering projects that would reduce the noise impact of the trains that currently traverse it.

#2 foreign system

#8 support (less noise w/ elevated tracks)

I also think that grade-separated tracks would reduce the awful, yet tragically fairly regular injuries and deaths that we see along the crossings of the Caltrain line in both Santa Clara and San Mateo counties.

#8 support (safety)

Sitting the station in Palo Alto itself would help bring more people to our area, drive business to the small businesses in downtown University Avenue as well as foster links between businesses in the area and those farther afield. My sincere hope is that the HSR train station for the mid-peninsula will be located in Palo Alto. While I embrace the project as a whole I am concerned about the high-pitched, loud noise of braking HSR trains that I might be exposed to if the station were sited adjacent to Palo Alto (i.e. in Menlo park). This is my one concern, yet I'm confident that decent grade-separation, train engineering and noise walls would be able to allay this potential problem.

#8 support

#2 location of station

#8 support (mitigation measures)

In hope that I'll be sitting in a high-speed train very soon,

#11 conclusion

Laurence Moore

301 Bryant Court
Palo Alto, CA 94301

#1 Enviro (Noise)

I-5C 317



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

April

ET Palo Alto Meeting

Name (please print): Khosrow Moslehi

City: Palo Alto

State: CA Zip: 94306

Title (if applicable):

Phone:

Fax:

Organization/Business (if applicable):

E-mail: kmoslehi@yahoo.com

Address: P.O. Box 60747, Palo Alto CA 94306

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

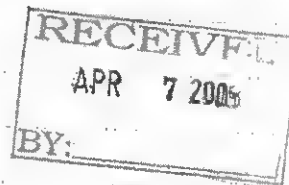
I voted for the proposition - but I strongly oppose any options that does not include using underground tunnel in the Palo Alto area. #2 tunnel

* Even in third world countries, trains run underground in metropolitan areas. (modern) #2 underground

* Aside from various environmental issues (noise, ...) and its ~~enormous~~ negative socio-economic impact, the over-ground options bear high risk to public safety. #1 safety

~~Acquaintance with the risk~~

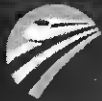
It is hard to estimate the liability and cost of de-railment of a high speed train in a metropolitan area where most buildings are residential and the prevailing construction material is wood.



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-5C318



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): BOB MOSS City: PALO ALTO State: CA Zip: 94306

Title (if applicable): _____ Phone: 650-493-2178 Fax: _____

Organization/Business (if applicable): _____ E-mail: BMOSS33@ATT.NET

Address 4010 ORMS PALO ALTO CA 94306

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

MAP 22 IS WRONG, AREA SOUTH OF ADOBE CREEK IS PALO ALTO, NOT MT. VIEW. SHOULD HAVE TRACKS BELOW GRADE AT CHARLSTON & MEADOW, BELOW GRADE AT CHURCHILL. BETTER BELOW GRADE THAN ELEVATED. WILL THERE BE SOUNDWALLS WHERE TRACKS ARE AT GRADE? IF SO, IT COULD BE AS LOW AS POSSIBLE.

MUST KEEP ALL NEW TRACKS WITHIN EXISTING CALTRAIN RIGHT OF WAY. DON'T WIDEN TRACK AREA IT WOULD DESTROY TOO MANY TREES, ESPECIALLY IN PALO ALTO. PALO ALTO HIGH SCHOOL AREA SHOULD BE PROTECTED AND NOT ENCRUCHED UPON.

#10 error map
#2 below grade
#1 noise soundwall
#2 way trees
#1 PS

#2 widening trees

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 319

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:04 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

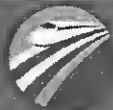
-----Original Message-----

From: Craig Moyer [mailto:moyecj@yahoo.com]
Sent: Monday, April 06, 2009 8:14 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

To whom it may concern,

Please address the following questions/concerns:

- #11 intro
- 1) Impact to people's property along the Caltrain ROW especially those that live in the Southgate neighborhood on Mariposa Ave. How much additional ROW will be needed? #6 Property values
#6 ROW
 - 2) Please study if there are opportunities to take any additional ROW from the side that borders Alma instead of Mariposa Ave. #6 ROW
 - 3) What will be the environmental impact to Palo Alto High School? How much noise will there be with additional trains? #1 public services
#1 Noise
 - 4) What will be the impact to traffic at Alma and Churchill Ave with additional trains running? #1 traffic & circulation
 - 5) What will be the incremental noise impact to Mariposa Ave/Southgate with the additional trains running along the ROW? #1 Noise
 - 6) If additional ROW is needed (and to be taken from Mariposa Ave) residents, how specifically will compensation be determined? under what timeframe? #6 Property values
#6 Acquiring ROW
 - 7) What will be the incremental smog/air quality impacts due to the additional trains running? #1 Air Quality
 - 8) What additional safety measures will be implemented especially given the propensity of children in the Southgate area? #1 Safety
#1 public services



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☒ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): Stephanie Mulqueen City: Palo Alto State: CA Zip: 94306
Title (if applicable): _____ Phone: _____ Fax: _____
Organization/Business (if applicable): _____ E-mail: stephanie.mulqueen@pdi.dreamwork.com
Address: 31 Roosevelt Circle

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

My main concern about the HSR project through the Peninsula is the possibility of elevated tracks. A more than 16 foot high wall dividing our town, with trains racing past our high school & in our neighbors' backyards would be hideous and would physically & possibly economically separate Palo Alto. It also seems very unsafe in case of earthquake or derailment. HS trains racing through our community pose significant hazard potential in event of an accident, natural or manmade.

#2 no elevated tracks
#1 ET comm separation
#1 ecology & soils
#1 hazards
#1 safety & security

I am also very concerned about the construction process. Truck exhaust is bad for all of us but especially the many young children living nearby. Construction hours are also a concern. Nine to five would be ok, but the high probability of 24/7 construction could make our neighborhood unliveable.

#1 construction impacts

I hope you will conduct the engineering process transparently, and give it the time such a massive project deserves. I don't want this project to be rushed through to get stimulus money, especially because it sounds like this leg of the project is the first slated for construction.

#7 trans-parency
#5 life constr. costs

I also hope these alternatives will be considered: tunneling the rail tracks; HSR along 101 instead of the Caltrain corridor (this option needs to be re-examined, publically); HSR ending in San Jose with an electrified Caltrain.

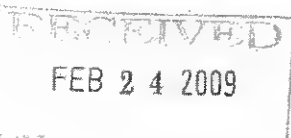
#2 tunnel
#2 Alt. Alignment

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

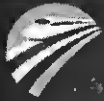
I-SC 321

#2 terminate in San Jose



with grade separations serving the rest of the route; ↑
 trenched or grade level (with street underpasses) HSR #2 trench
 or grade separation

Please keep my name and other information
 anonymous. Thank you. #11 conclusion



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): Jack Nadeau City: San Jose State: CA Zip: 95125-2262

Title (if applicable): Board member Phone: (408) 280-0908 Fax: _____

Organization/Business (if applicable): Willow Glen Neighborhood Assn. E-mail: gingerjax@aol.com

Address: 990 Ramona Ct., San Jose, CA 95125-2262

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Safety is my main concern, and what worries me most is the possibility that terrorist(s) could somehow attempt to block/derail a high-speed train. Unless every conceivable measure was taken in design and construction to prevent such an attempt, I would feel very 'uneasy' and afraid to ever ride the high-speed train. In countries where high-speed trains already exist, have any attempts by terrorists occurred?

#1
Safety

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 322

San Jose to San Francisco Scoping comment on a small postcard by Nakos

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public sc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
air quality*

Name	Address	Additional Comments on the Card
Nakos	1818 Bryant St, Palo Alto 94301	None

I-SC 323

San Jose to San Francisco Scoping comment on a small postcard by Ms. Maggie Nemcik-Cruz

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *aesthetics
air quality*

Name	Address	Additional Comments on the Card
Ms. Maggie Nemcik-Cruz	333 Tennessee Lane, Palo Alto 94306	None

I-SC 324



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): Darren Neuman City: Palo Alto State: CA Zip: 94301

Title (if applicable): Mr. Phone: _____ Fax: _____

Organization/Business (if applicable): self E-mail: Darren@TheNeumans.net

Address: 1301 Parkinson Ave, Palo Alto

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

0) Yes - I would like a station in Palo Alto, under ground

1) The visual & aesthetics Analysis shows visual impact through Palo Alto as "LOW". This is incorrect. The raised structure in your drawing "retained fill CC-3" on map "Caltrain Corridor 2-D5" references a structure which violates local zoning height limits. When combined with the immense length will be the single largest structure around.

Your Report is wrong. It must be "High" visual impact. Please make the train Quiet & Invisible.

2
UNDER-GROUND
1
AES. NOISE
LV
2
ELEVATED TRACK
#1 Noise Aesthetics

2) The Caltrain corridor from Burlingame to Sunnyvale is nearly continuous residential housing on both sides of track for 24 miles. The noise impact & visual impact affects 650,000 residents in the local communities. This is unacceptable. You MUST budget to put this track underground. Your budget cost for cut & cover \$48M/km requires added \$1.9B ISC required to build.

1
AES NOISE
LV
2
UNDER-GROUND TRACK
5
CONSTRUCTION COSTS
ISC

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

How will you pay for this? It is not in your budget/hand



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): Darren Neuman

City: Palo Alto State: CA Zip: 94301

Title (if applicable): mr

Phone: _____ Fax: _____

Organization/Business (if applicable): self

E-mail: _____

Address: 1301 Parkinson Ave

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

The noise from a high speed train is **LOUD**.
France & Japan know this, that is why they run
at **LOW** speed in populated areas.

The HSRA plans to run at 125 mph. This
is nearly 2x faster than current trains.
 $\text{Noise} = (\text{speed})^3$

which means the high speed train will
be 8x Louder than current rail traffic.

This project as proposed is visual blight and
noise polluting. It is destructive to communities
home owners, individuals, schools & children.

HSRA MUST budget to install a Low impact²
underground solution. Otherwise, they are
just pushing Environmental impact cost to
communities.

This is illegal.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 326

1
NOISE

#2 compare
w/ foreign
systems

#1 Noise

1
NOISE
CAES.

COMMUNITY
impact

2
UNDER-
GROUND
TRACKS

1
COMMUNITY

Kris Livingston

From: Susan Newman [snewzy@gmail.com] on behalf of Susan Newman
[snewman@workpractice.com]
Sent: Wednesday, March 11, 2009 9:22 AM
To: HSR Comments
Subject: high speed rail in Palo Alto

Hello,

I am a resident of Southgate in Palo Alto, one of the local neighborhoods (perhaps *the* neighborhood) most affected by the proposed 15-foot high HSR. I am registering my strong objection to building this thing above ground through the center of a quiet suburban community and closely adjacent to any residential neighborhood). There are multiple reasons, most of which I am sure you have already heard, but which I will reiterate:

9 Opposition

- The sound of an HSR system running *every 2 minutes* will seriously affect the quality of life of residents, particularly those living closest to the rail.

#1 Noise

- Property values in Southgate, a quiet and increasingly expensive neighborhood, will be adversely affected, probably profoundly. Who in the world wants to live near a high speed rail system, particularly in a suburban setting? Would you?? In Palo Alto, most people have most of their savings invested in their homes, sacrificing so that their kids will have the opportunity to attend good schools. To decimate property values at a time of economic hardship is especially damaging. In addition, it is still not clear, at this point in the design and discussion, whether people living along the proposed route will lose their property via eminent domain.

#6 Property Values
Eminent domain

- Putting a solid wall above Cal Train will make it very difficult for people entering the Churchill/Alma intersection to see Cal Train's position on the tracks. While Cal Train's approach is signalled by the lowering of the crossbars and flashing of the lights, things can go wrong with these systems and it is prudent to check. Entering this intersection when the train is near is fatal; blocking visual access increases the likelihood of a collision. Many kids, who are slower to cross, go through this intersection on foot or bike.

#1 Safety
#2 Grade crossing

- There are other options, one probably cheaper and one more expensive: 1) Run the rail next to an industrial area and freeway (i.e., avoid running the rail through the heart of Palo Alto and similar communities). 2) Run the rail underground.

alt
#2 Alignment
#2 Tunnel

- Palo Alto has already invested in moving telephone and cable wires underground in order to beautify the city as well as to protect the lines. Adding a dense system of wires in a highly visible location (not to mention a two-story solid wall) undercuts our local investments. In addition, I am sure the trees along Alma would need to be removed to make room for the rail. The visual implications are very negative and the loss of vegetation is counter productive to our goal of improving air quality.

#1 Aesthetics
#1 biological resources

I voted for high speed rail in the election. I am a believer in increasing viable mass transit options, though I should in hindsight insisted on seeing detailed plans before approving this project. In any case, these developments need to be designed from the get-go in consultation with all affected local communities. As I understand it, the Authority chose the route (sharing the Caltrain route through Peninsula cities) after the election, without having the Board formally consider alternate routes. We here in Palo Alto were not alerted that these choices were being made nor did we have a chance to evaluate them and provide input. These sorts of high-handed and undemocratic actions are at the heart of people's anger toward big government and government-sponsored projects. It need not be this

#8 ~~Support~~
#7 Public input
#7 poor public outreach
#7 transparency

way. You have communicated your disregard, indeed disdain, for the legitimate concerns of our and other affected communities. This attitude and process needs to be changed.

Sincerely,
Susan Newman

Susan Newman
1523 Portola Avenue
Palo Alto CA 94306
650.473.1811 (h)
650.380.1764 (c)
snewman@workpractice.com

Kris Livingston

From: yoon.julie@yahoo.com
Sent: Sunday, April 05, 2009 9:24 PM
To: HSR Comments
Cc: Nick O'Keefe
Subject: San Francisco to San Jose HST

To Whom It May Concern:

Attached please find my comments for the High Speed Rail Scoping process.

#11
Intro

Rail Alignment, Profile, Right-of-Way

- Evaluate all options (No Build, at-grade, elevated, trench, cut-and-cover, and tunnel) at the same level of detail. #2 Alt
- Reevaluate the Altamont Pass Alternative as it would pass through already developed areas compared to the undeveloped areas on the Pacheco Pass Alternative. #2 Alt route
- Evaluate running the HSR under or in the median of Highway 101 along the Peninsula. #2 Alt route
- Evaluate all alternatives to using catenary lines, including a third rail. #4 catenary
- Include an alternative that does not include freight service on the Caltrain corridor. #3 freight
- Determine the number of tracks required to accommodate Caltrain and HST projections and the resulting Right-Of-Way width requirements as a prerequisite to evaluation of all economic and environmental impacts. #2 # of tracks
- Evaluate the option of having the HSR stop in San Jose and connect to an electrified Caltrain baby bullet. #2 # of tracks
- Evaluate an underground HSR along the peninsula and how that would impact private property rights. #2 underground property rights
- Evaluate running HSR in a trench and how that would impact private property rights. #2 trench
- Evaluate where and how many shoofly tracks would be needed during construction to allow freight train and Caltrain to continue operation. #3 freight
- Provide accurate, to-scale 3-dimensional architectural models of all options (No Build, elevated fill, retaining walls, trench, cut-and-cover, and tunnel) along the entire San Jose—San Francisco route, including all associated sound walls, overhead catenaries, berms, grade separations, etc. #2 construction provide architectural models
- Eminent Domain property acquisition required for the various configurations. #6 eminent domain
- Specify track sharing arrangements, including responsibility for scheduling and dispatching all trains, including HSR, Caltrain, Union Pacific freight, ACE, and Amtrak interfaces. #3 coordination
- Explain how HSR will share tracks with Caltrain, or whether it will require a dedicated set of tracks (necessitating wider right-of-way requirements). #3 sharing tracks
- Include the number of tracks and Right-of-Way widths for all segments. #2 # of tracks
- Indicate whether dedicated tracks would also require dedicated boarding platforms at all stations served by both HST and Caltrain. #2 platform
- Evaluate the costs associated with dedicated tracks for:
 - Land acquisition for wider right of way tracks and boarding platforms.
 - Station costs for more tracks and boarding platforms
 - Wider tunnels and/or trenches
 - Grade separations to accommodate additional tracks
 - Additional tree removal#1 biological resources
- Evaluate the benefits versus costs to each mid-peninsula city being considered for a HSR stop. #1 cost/benefit analysis
- Include an evaluation of why a mid-peninsula HSR stop is desirable. #2 mid-peninsula HSR stop

#1 noise aesthetics

- #1
r. 10000

the air } #1
air quality

- #1 const. impacts
AIR Quality

tion to #5 of
cost
statement

- iated ~~1~~ Safe
500

#1 safety
#3 Freight #

- #1 Safety
- #1 Land use
- #3 Ridership
- #1 traffic
- #1 traffic
- #1 safety
- #1 traffic
- Analyze how different vertical alignments will increase traffic speeds along safe school corridor feeder streets in all peninsula cities.
 - Consider traffic impact in conjunction with planned Stanford expansion of hospital and shopping and any other known future projects.
 - Evaluate the traffic impact for NO-Build option (stopping in San Jose) coupled with increased Caltrain service. Determine if grade separation would still be necessary based on future traffic.
 - Evaluate and compare the projected ridership numbers for both Caltrain and HSR based on whether there is a stop in Redwood City , Palo Alto or neither.
 - Estimate added traffic related to the additional residential and business traffic required near a potential station. This analysis should also include the impact of all known future projects (such as Stanford Hospital Expansion).
 - Analyze traffic impact during construction especially as it relates to the safe school corridor feeders and temporary closures at Churchill, Meadow and Charleston .
 - All traffic analysis needs to include data during "peak" and "non peak" times.

Economic Impact

- Evaluate Palo Alto 's potential expenses for providing transit-oriented development (TOD) around the proposed station through planning and zoning.
- Evaluate how changes in transit-oriented development (TOD) might impact local businesses, residences, traffic, etc.
- Evaluate what Palo Alto 's expense would be to finance public spaces needed to support the pedestrian/bicycle station area amenities and facilities.
- Evaluate potential cost of acquiring land from Stanford to create the Palo Alto station.
- Evaluate Palo Alto 's potential expense for increased school buses as many of the safe school comider feeders would be significantly impacted during construction and potentially beyond.

Property Impacts

- Include recommendations on how to accurately assess land values - particularly with regard to possible eminent domain.
- Study potential land value decreases and subsequent tax base implications - specifically with regard to a raised vertical alignment.
- Study potential tax base implications of removal of homes through eminent domain.
- Specify what the compensation will be for property acquired through eminent domain BEFORE acquisition is determined to prevent property devaluation.
- Include how historic buildings (including the Palo Alto Train Depot) will be preserved.
- Include an appropriate evaluation of all historic structures, not just those that are designated sites that are on the National Register of Historic Places.
- Compare property acquisition through Eminent Domain required for the each rail option (No Project, elevated underground, at-grade, below-ground (trench)).
- Evaluate what Shoo-Fly tracks and "temporary" property acquisition is required during construction.

Best regards,

Julie Yoon and Nick O'Keefe

1591 Castilleja Avenue

Palo Alto, CA 94306

San Jose to San Francisco Scoping comment on a small postcard by A Nini

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics*
#1 air quality

Name	Address	Additional Comments on the Card
A Nini	3919 Park Blvd, Palo Alto 94306	None

I-SC 329

San Jose to San Francisco Scoping comment on a small postcard by Hilton Obenzinger

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public
svc

#6 prop value

#1 bio
aesthetics
air quality

Name	Address	Additional Comments on the Card
Hilton Obenzinger	4063 Park Blvd, Palo Alto 94306	None

I-SC 330



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): TERESA OKANE City: SAN JOSE State: CA Zip: 95126
Title (if applicable): _____ Phone: 408 971 2131 Fax: _____
Organization/Business (if applicable): CPNA E-mail: FosterKane@hotmail.com
Address: 977 ASBURY ST SAN JOSE 95126

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Very Informative, thank you.

I like the idea of going underground through College Park.
Please keep me informed if other options are seriously considered.
Thanks!

#2
underground

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-5C 331

Kris Livingston

From: Okarma, Tom [TOkarma@Geron.com]
Sent: Saturday, April 04, 2009 9:25 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Gentlemen:

I have been a resident of the Southgate neighborhood in Palo Alto for nearly 30 years. The notion of constructing a wall to support an elevated track for your project that would run through our neighborhood is an outrage and was never disclosed during the statewide election.

I am the CEO of a public biotechnology company with ample access to legal and political resources. Our communities are filled with people like me who are united in opposition to this project. I can guarantee that if you attempt to construct this wall through our cities, not only will we block that action legally but we will have the entire proposition reversed, thereby ending the project permanently.

If you are serious about completing the high speed rail project, then either put the track underground (if environmentally feasible) or stop the track at San Jose and use existing Caltrain lines to connect north.

The concept of a wall through our communities to support the tracks is a non-starter and will result in this project being cancelled in its entirety.

Choice is up to you.

Thomas Okarma Ph.D., M.D.
President & CEO
Geron Corporation

9
OPPOSITION

2
ELEVATED
TRACKS
UNDERGROUND

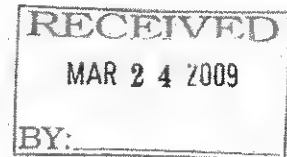
2
TERMINATE SJ

3
TRANSFER
BTWN
SYSTEMS

Franklin H. Olmsted
240 W. Charleston Rd.
Palo Alto, CA 94306-4127

March 23, 2009

Dan Leavitt, Attention: San Francisco to San Jose Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Comments for HSR Scoping Session

IMPACTS OF ELEVATED TRACKS GRADE SEPARATION IN PALO ALTO

The following comments pertain to the 3.8-mile portion of the San Francisco to San Jose route that passes through Palo Alto, where I live. Adverse impacts are associated with the project, regardless of which method of grade separation is adopted for each vehicular, pedestrian, or bicycle crossing. I focus on the impacts that result when the grade of the crossing streets and the intersecting streets parallel and close to the track alignment would be lowered. The streets involved include Alma St., Palo Alto St., and possibly El Camino Real near San Francisquito Creek; Churchill Ave. and Mariposa near Churchill; Meadow Drive; Charleston Road (both East and West); and Alma St., and Park Blvd. near the Meadow Drive and Charleston Road intersections.

2
GRADE
SEPARATION
~~ELEVATED
TRACKS~~

Permanent impacts would involve primarily the required taking of residential (and commercial?) properties along all or parts of the streets cited above. This would place severe financial and psychological burdens on the owners of these properties. Impacts during construction would result from the closure of these streets to vehicular traffic and probably to pedestrian and bicycle traffic as well. Closure of even one of these streets at a time would severely impact traffic flow in Palo Alto, especially during commute and school times. The impact on commute and school traffic, already at barely acceptable levels, would be severe. Alma Street is a major commute corridor for people both within and outside Palo Alto, and traffic on alternative routes is now at or near gridlock during commute hours.

6
ACQUIRING
ROW
1
CONSTRUCTION
TRAFFIC
Public Services

None of the alternatives discussed at meetings I have attended appears to be without adverse impacts. I strongly urge adoption of the no-build alternative: stop the HSR project at San Jose. Let an electrified CALTRAIN carry passengers between San Jose and San Francisco. Environmental impacts of the CALTRAIN electrification plan appear to be relatively minor.

9
OPPOSITION

2
NO BUILD

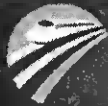
Sincerely,

Franklin H. Olmsted

Franklin H. Olmsted

Terminate
in San Jose

I-SC 333



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print):

Jean Olmsted

City:

Palo Alto

State: CA

Zip: 94306

Title (if applicable):

Phone:

650-493-3468

Fax:

Organization/Business (if applicable):

E-mail:

awo@svpal.org

Address:

240 W Charleston

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Re a stop in Palo Alto — NO] #2 station in Palo Alto

- 1) High speed Trains should limit stops to save time.
- 2) Palo Alto has a shortage of land for parking space and already has traffic problems. Try to deal with airport like pressures would be a disaster

²
of
STATIONS

¹
TRAFFIC

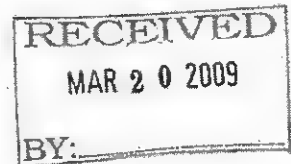
Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 334

Jean Olmsted
240 W. Charleston Rd.
Palo Alto, CA 94306
Jwo@svpal.org

March 18, 2009



Dan Leavitt, Att: San Francisco to San Jose Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Comment for HSR Scoping Session

HEALTH

Both the physical and mental health of people living near the high-speed route and of all people who have any other relation to the high-speed rail route will be affected by HSR during the planning phase, the construction phase, and the period after the project is complete. These health effects must be mitigated or avoided. The cost of medical and emotional care and of lost work, lost capability must be considered when the cost of the project is compared with the no-project cost.

1 AQ + NOISE
1 EJ
1 Community Impacts

Planning Phase

At this planning stage we are seeing stress and concern because of

1. Inability to get our questions answered.
2. Fear of loss of home and of loss of property values.
3. Regret at supporting the bond issue that will pay for part of this project before complete information about the project route was available.
4. Concern about increased traffic on major streets when the project is complete.
5. Concern about traffic, noise, and confusion during the construction phase..
6. Concern about having to pay for a project that is not fully funded and requires local funding..
7. Need to do something to slow or stop the project but not knowing what or how.
8. Exhaustion from the energy and effort expended in preparing comments for the EIR.

7 TRANSPARENCY
OF SCOPING
PROCESS
6 PROP. VALUES
EMINENT DOMAIN
1 TRAFFIC
NOISE
CONSTRUCTION
~~"MENTAL
HEALTH"~~

These sorts of feelings lead to anxiety, headache, depression, high blood pressure and other physical problems from being tired and unhappy.

7 Prop 1A
5 Sources
of
Funding

I-SC 335

Construction Phase

At this phase we expect more of the planning phase reactions plus more extreme reactions as the reality of the changes becomes apparent. The construction process itself will add problems.

1. Construction will add noise and dust to the environment.
2. Traffic congestion will be extreme when major intersections are blocked.
3. People will be facing the reality of losing their homes and trying to find new ones.
4. People will be facing the reality of losing their friends, their neighborhoods, and convenient access to the services they usually use.
5. Pedestrians, bicyclists, and school children will lose safe routes and have to find new routes to schools and other activities and services.
6. People will be suffering from financial loss both from a drop in property value because of HSR and from any inadequacy in eminent domain payments.

The strength of feeling in reaction to these situations will be extreme. It will not be easy to cope with many of these situations. We can expect depression, high blood pressure, heart problems, and a large range of other reactions. Dust and traffic pollution and noise will lead to problems from the construction process also.

Post Construction

We may have to adjust to a community with many high speed trains traveling through our community night and day. If they are "quiet and invisible", and don't kill our tree El Palo Alto, and don't obviously divide the town, and don't accept a High Speed Train stop, the Palo Alto we know may survive as a place to live. If not, those who can will move elsewhere. The rest will be living in a city with all the traffic and density problems of a very big city.

1. We will have lost houses, trees, and perhaps made some of our present streets dead ends.
2. People we know will have moved away or have been cut off from easy access to each other.
3. Some of our history like El Palo Alto and some of our Eichler houses will be gone.
4. Traffic will be difficult in areas where we have closed streets or where we have routed through traffic.
5. Our plans for safe streets for students, bike riders, and pedestrians will have been forgotten, and our present underpasses will have been redone at great cost.
6. Palo Alto will be a very different town that is difficult to imagine now. It will be a town with a lot of people with feelings of loss.

The health effects of all this change are difficult to imagine. They would be serious. (Some people are already trying to cheer themselves by saying that HSR will take so long to be built that they won't be alive to see it finished. Perhaps true, but they would have to live through at least part of the construction phase.)

Jean Olmsted

1 AQ
NOISE
TRAFFIC
SAFETY
EJ
6 PROP VALUE
EMINENT DOMAIN

3 Frequency
of Trains

1 TRAFFIC
BIO-Resources
CULTURAL
SAFETY
EJ

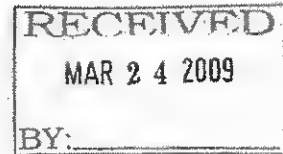
Historical
Resources

~~INCLUSION~~

Jean Olmsted
240 W. Charleston Rd.
Palo Alto, CA 94306
Jwo@svpal.org

March 23, 2009

Dan Leavitt, Att: San Francisco to San Jose Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Comment for HSR Scoping Session

HISTORICAL IMPORTANCE

There are two Eichler Tracts in the Charleston Meadows neighborhood that are built next to the present CalTrain tracks. Tract 795 has 96 houses and is on the south side of West Charleston Road. Tract 840 has 61 houses and is on the north side of West Charleston Road. (See the attached maps of these tracts.) Any changes made to provide a protected crossing at Charleston or to provide needed freeway for new tracks for the HSR project would have significant impacts on these houses that would be difficult to mitigate. Also the planned increase in the number of trains plus most of the other discussed changes in the location of the train tracks will potentially increase such things as noise, undesirable aesthetic appearance, others. These additional effects may also significantly affect nearby Eichler residents.

1
NOISE
AESTHETICS
EJ
Grade Separations
~~3~~
~~# of TRACKS~~
2
Tracks

Eichler tracts were built about 50 years ago and now are considered historic areas worthy of historic preservation. Similar tracts in Palo Alto, Greenmeadow and Green Gables, were added to the National Register of Historic Places in 2005. One criterion for achieving this status is showing that most of the houses in these tracts still look like Eichlers. To protect the Eichler appearance residents of Tract 795 and Tract 840 requested single story zoning which was granted in 1996 and 1997 respectively by the City of Palo Alto. Tract 795 also has an active Architectural Control Committee (originally established by Joseph Eichler) which is charged with the task of insuring that any remodeling of these Eichlers is done in a way that harmonizes with the existing Eichler structures. These things were supported by residents of these tracts to protect and preserve these Eichlers.

1
CULTURAL
Historical
Resources

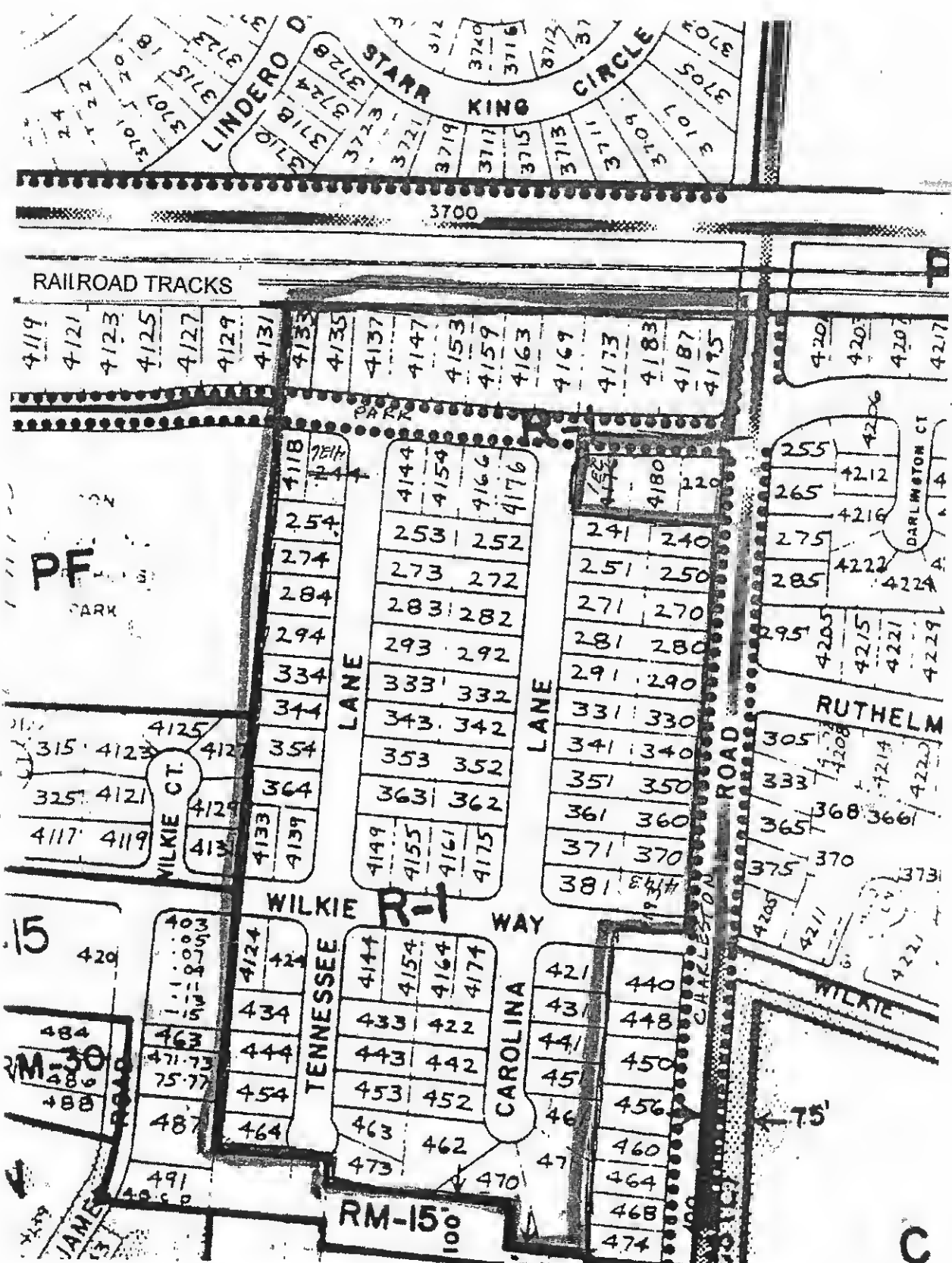
Meanwhile these houses with their large windows with garden views, with radiant heated floors, and a delightful Eichler style are providing comfortable housing for many people. Their owners want to continue to enjoy them.

~~11~~
~~CONCLUSION~~

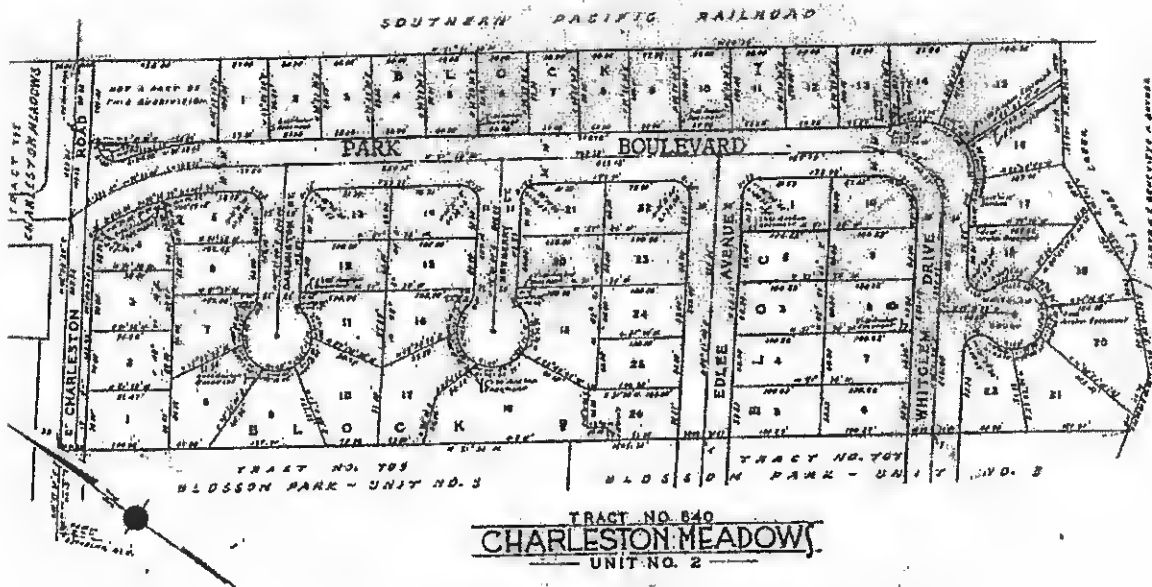
Sincerely,

Jean Olmsted
Jean Olmsted

I-SC 336



TRACT 795



THIS MAP IS FOR REFERENCE ONLY, AND IS NOT A PART OF THIS POLICY
 Far East Abstract & Title Insurance Co.

San Jose to San Francisco Scoping comment on a small postcard by E. Osterman

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

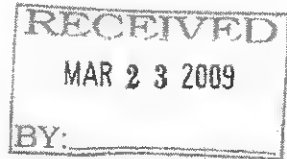
- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 property*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
air quality*

Name	Address	Additional Comments on the Card
E. Osterman	378S Park Blvd, Palo Alto 94306	None

I-SC 337

21 March 2009

Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



RE: Comments for the California High Speed Rail Authority's San Francisco To San Jose High Speed Train (HST) Environmental Impact Statement

Dear Mr. Leavitt:

Once built, the California HST project will be in use for over 100 years, so let's do this correctly! I sincerely hope that the HST be built because it will enhance life in the Bay Area by reducing the use of single-driver vehicles and greenhouse gas producing airplanes. However, it is imperative (and legally required) that the HST not create/cause negative impacts to Bay Area residents. The following potential negative impacts MUST be avoided by the implemented HST:

- adding noise to the current (2009) level for cities/neighborhoods along the HST route
- visually or physically bifurcating neighborhoods (the "Berlin Wall effect")
- lowering property values anywhere along the HST route, not limited to properties adjacent to the tracks

An elevated design of any kind causes all of the above impacts if the tracks are located near people-occupied buildings and neighborhoods. Elevated designs should not even be considered.

In addition, elevated tracks and trains become ugly over time, and get uglier and uglier, as they age and as the buildings built around them become higher and denser so that the train ultimately runs through a tunnel of buildings. If the design must be elevated, then the location of the tracks must be far away from people and buildings. For example, down the middle of Highway 101 or 280.

If a sound wall is built in an attempt to mitigate the first bullet, it causes the second two. Sound walls should not be considered either.

In any case, sound walls do not eliminate noise. Anyone who lives along our freeways can attest to the fact that sound walls reduce the noise to a degree, but that the noise still exists at an aggravating level. HST must not add any new noise to residential neighborhoods...period.

I support the HST. I support public transportation. I want my state to be modern and trend-setting. I want to feel proud of the HST once it is functioning. I want the HST to be built quickly, so that we can all start using it. I sincerely hope that you select a design and use planning processes that will inspire other communities. I sincerely hope you avoid creating the above negative impacts which will cause me and other Bay Area residents to publicly denigrate the HST and feel the need to ask the courts to protect us from these negative impacts. Let's not waste our money and time on legal actions!

Once the project is built and operational, no one will remember how little (or how much) we paid for it. We will only remember whether we love or hate the functioning item. We can build cheap (e.g., elevated) and, after many years of law suits, have an ugly, noisy, property-devaluating monster to live with. Or we can pay more for the construction (but pay less on legal fees and wasted time in court) and build something that we all will love and feel proud of. Let's do the latter.

Carlin Otto
231 Whitclem Court, Palo Alto, CA 94306

Carlin Otto

1
NOISE
EJ
AESTHETICS
Green House Gas
Emissions
PROP. VALUE

2
ELEVATED TRACKS / DIFF ALIGN.
AESTHETICS

1
NOISE

8
SUPPORT

2
CONSTRUCTION PHASING

1
AESTHETICS
5 CONSTRUCTION COSTS
11
CONCLUSION

I-5C 338

San Jose to San Francisco Scoping comment on a small postcard by Cynthia Patrick

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public
SVC

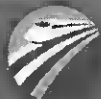
#6 prop value

#1 bio

#1 aesthetics
air quality

Name	Address	Additional Comments on the Card
Cynthia Patrick	54 Roosevelt Cir, Palo Alto 94306	None

I-SC 339



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): Janet Peacock City: Palo Alto State: CA Zip: 94306

Title (if applicable): _____ Phone: 650-326-9260 Fax: _____

Organization/Business (if applicable): retired E-mail: janet.peacock@juno.com

Address 1585 Mariposa Ave., Palo Alto, CA 94306-1025

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

High speed rail is a good thing, it should not divide communities, erect high walls, contribute to a worse living environment etc..

Along 280 would be ideal for scenery, unobtrusiveness etc.. Over 101 or under the Caltrain track.

Berkeley put Bart underground, they finally tunnelled through the hill to get away from Devil's Slide area. This is a long-term project and should be done right. There are a myriad of ways to pay the extra cost. Money is a better cost than the cost of the environment of communities.

Janet Peacock

MAR 4 2009

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

fold and Tape Before Mailing

I-SC 340

San Jose to San Francisco Scoping comment on a small postcard by Ellen Persad

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public suc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio.*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
#1 air quality*

Name	Address	Additional Comments on the Card
Ellen Persad	211S Alma, Palo Alto 94301	None

I-SC 341



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by ~~March 6~~ 2009. March

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

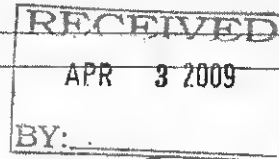
Name (please print): Josephine Petrisco City: Santa Clara State: CA Zip: 95051

Title (if applicable): _____ Phone: (408) 243-2894 Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: 1400 Bowe Ave #1802

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please comment clearly.



I own property at 195-197 Hendy Ave in Sunnyvale (94086). #1 intro

These are my concerns and suggestions:

① The California High-Speed Rail should stop in San Jose and riders can transfer to Caltrain to reach San Francisco. #2 terminate in San Jose

I oppose the high-speed rail tracks in residential neighborhoods. - ① Lowers property values. ② Noise issues. ③ Environmental concerns. #1 property values
#1 noise
#1 impacts to the environment

If the High-Speed Rail continues to San Francisco then - ① a sound wall should be built between Mathilda Ave. and Sunnyvale Ave. in Sunnyvale. #1 noise

② Put the tracks underground. #2 underground
③ Eminent domain issues need to be addressed. #1 eminent domain

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009. March

Fold and Tape Before Mailing

I-SC 342

San Jose to San Francisco Scoping comment on a small postcard by Judith Pickering

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public safety*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *aesthetics air quality*

Name	Address	Additional Comments on the Card
Judith Pickering	4081 Park Blvd, Palo Alto 94306	None

I-SC 343

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:36 PM
To: Kris Livingston
Subject: FW: comments following santa clara county scoping session- san jose to sanfrancisco
Attachments: Public Comment-H Pinto High-Speed Rail.doc; ATT518501.htm

From: Harlan Pinto [mailto:harlan@stanford.edu]
Sent: Wednesday, March 04, 2009 7:58 PM
To: HSR Comments
Subject: comments following santa clara county scoping session- san jose to sanfrancisco

Harlan A. Pinto
1845 University Ave.
Palo Alto, CA 94301

March 4, 2009

California High Speed rail Authority
925 L Street, suite 1425
Sacramento, CA 95814

Dear High-Speed Rail Official:

I attended the scoping session at the Santa Clara County Convention center and have the following comments, concerns and suggestions. The Scoping period comment forms asks for:

1. Public Concerns.
2. Focus on the environmental documents
3. Define the issues that will be examined in the Project level Environmental Impact report/Environmental impact statement (EIR/EIS)
4. Identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

#11 intro

I-SC 344

I. PUBLIC CONCERN

I am very enthusiastic about the project, however my support is dependent on making sure the local impacts of the completed project are positive- that the project enhances local environment and thereby quality of life issues. There is a rare opportunity to do this in Palo Alto and through much of the mid-peninsula region because tunneling the High-speed rail project also creates an opportunity to relocate the Caltrain tracks underground. **Please specifically address the tunneling alternative.** This would have a positive long term impact throughout the region for possibly centuries, because grade related safety hazards of Caltrain and the High Speed Rail project would be eliminated and the land could be converted to other uses, parks, commercial and housing where appropriate, road improvements, bicycle and pedestrian use. The best way to mitigate the High speed rail related impacts on local traffic would be to eliminate those impacts- and a tunneling solution would allow for road, pedestrian and bicycle connections that presently do not exist which could relocate / reroute vehicle traffic to shorten trips and facilitate pedestrian and bicycle trips (because many trips will be shorter (possible). In addition, financial operating support for Caltrain could be generated through rents related to new land uses (mixed use developments) which over the long run may help to make rail transit options more attractive by keeping them affordable. This could allow for the financial independence of these services from local and regional government subsidies.

#11 intro

#2 tunnel

#1 traffic circulation

#5 operational cost

#5 funding source

As a member of the public I am concerned that:

1. The California High Speed Rail Authority act to positively improve life liberty and pursuit of happiness of the people.

#1 community impacts
#11 background

2. The California High Speed Rail Authority act so as to minimize the ongoing financial burden of government on the people.

#5 construction/operation cost

3. The California High Speed Rail Authority should coordinate its activities to realize synergies with local governments, agencies, and private partners.

#3 coordination with other agencies

4. The California High Speed Rail Authority act so that future generations of people are proud of the legacy and infrastructure they inherit.

#11 background

II. FOCUS ON THE ENVIRONMENTAL DOCUMENTS.

It is important that the EIR not simply identify negative impacts, but should also identify positive impacts and specifically contrast positive impacts with negative impacts for various alternatives. Please address the following positive and negative impacts.

1. The aesthetic and visual impacts of an above grade project through residential areas are a major problem. Cutting off views of the foothills will degrade the quality of life for all the people who live and work in the mid peninsula- and will have impacts on mental health. These mental health impacts should be identified and defined for elevated and open trench alternatives. These negative aesthetic and visual impacts will lead to blight in proximity to the project the right of way; the boundaries of neighborhood blight likely to be caused by these negative aesthetic impacts should be detailed (specific neighborhoods and other properties identified that will likely experience blight due to lack of necessary investment or upkeep because of proximity to the above grade or open cut alternatives.

#1 Aesthetics

2. The aesthetic and visual impacts of locating the High Speed rail and CalTrain tracks underground (tunnel or covered trench) would have the visual impact of removing the CalTrain tracks and this could /would have a positive impact by providing for beautification projects and improved landscaping at appropriate locations. These positive impacts should be detailed for these alternatives.

#2 underground
#1 Aesthetics

3. The loss of recreational facilities in the Palo Alto area, special attention to El Camino Park, Peers Park, the playing fields at Palo Alto High School, and Ventura School.

#1 Recreation
& open space

4. The health impact of Electrification transmission lines on the health of citizens living adjacent to the project and of children attending school adjacent to the project needs elucidation, and comparison in various alternatives need to be specified.

#1 hazards

5. Local traffic impact in Palo Alto. The proposed Station in Downtown Palo Alto is problematic because there is a lack of accessibility for car vehicles at the proposed location. University Avenue and Middlefield Road are residential streets that are presently at capacity and design and uses need to reflect residential values as well as transportation indices as elucidated in the City of Palo Alto Comprehensive Plan.

#1 traffic & circulation

#7 consistency w/ city's plan.

6. Proposed mitigations for local traffic at the Downtown Palo Alto location could be to improve access and circulation by connecting Alma Street in Menlo Park to Alma Street in Palo Alto and connecting Willow Road to El Camino Real. This would also mitigate impacts on emergency access to Stanford Hospital due to the projects impact on local traffic.

#1 traffic & circulation
#1 public services

7. In addition to addressing these specific mitigations the EIR should specifically address this alternative. The project team should consider locating the Peninsula station at the California Avenue Station in Palo Alto instead of Downtown Palo Alto or Redwood City because there is excellent local and regional vehicle access via Oregon Expressway and Page Mill Road that does not interfere with neighborhood quality of life or clog downtown streets. California Avenue has excellent proximity to the Stanford Industrial Park and is already served by Marguerite, VTA and SamTrans connections; a High Speed Rail Station at California Avenue could incorporate the Transbay and Dumbarton Express links with minimal change to those services. A New High Speed railway station at California Ave in Palo Alto also will support the growth of the California Avenue Commercial district area with a minimum of congestion compared with the case in Downtown Palo Alto. The historic downtown Palo Alto Train depot could still serve Caltrain well but may be inadequate for a regional stop on the high-speed railway therefore a California Ave Station alternative could also preserve a historic resource. Connecting Alma street between Menlo Park and Palo Alto should be considered even if the Station is placed at California Avenue because there will also be some local vehicular traffic that can be mitigated by improving access, circulation and emergency vehicle access in the Alma Street Willow Road and El Camino Real area.

#1 traffic & circulation
#2 station location

#1 historic resource

8. Why does the project document call for an 800-space parking garage in Downtown Palo Alto alternative but a 200-space parking garage in Redwood City alternative? The Redwood City alternative also has inadequate car vehicle access from 101 and from 280 although car vehicle access to downtown Redwood City generally avoids residential area impacts.

#1 traffic & circulation

Thank you for addressing these comments during the next phase of the project.

Harlan A Pinto



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

PALO ALTO 2/25/09

Name (please print): PAUL T. PITLICK City: PALO ALTO State: CA Zip: 94301

Title (if applicable): Phone: (650)-327-7072 Fax:

Organization/Business (if applicable): E-mail: ppitlick@stanford.edu

Address: 2139 High St., PALO ALTO, CA 94301

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Really, really need to coordinate transit.
1) Every CALTRAIN should stop at Millbrae, to interface with BART

#3 coordination

2) Every CALTRAIN should stop at SANTA CLARA interface with VTA shuttle to SJC.

#3 coordination

3) BART now doesn't go directly to SFO - need to transfer → bad idea!

#2 airport access

4) If you put in a \$20 to a Caltrain ticket thing, you get dollar coins as change. BART doesn't accept dollar coins → bad idea.

#2 terminate in SJ invest in EX rail

5) High-speed rail part should end in South Bay → from there Caltrain can take passengers to San Francisco. A BART extension could take passengers to Oakland & East Bay.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SL 345

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:57 PM
To: Kris Livingston
Subject: FW: Proposed High Speed Rail and the San Jose to San Francisco route

From: Richard Placone [mailto:rcplacone@sbcglobal.net]
Sent: Thursday, February 05, 2009 3:51 PM
To: HSR Comments
Subject: Proposed High Speed Rail and the San Jose to San Francisco route

Dear Planners:

I am a strong proponent of developing a high speed rail system, not just in California, but in the entire nation. I have ridden the bullet trains in Japan extensively, and to a more limited extent those in Europe, as well as the medium speed trains in England (125mph). I voted for the initial bond last November and expect to vote for future bonds (should we all survive the current global financial crisis). However, I have some serious concerns about the proposed route following the current CalTrain right of way going from San Jose to San Francisco. As I understand it, the HSR will parallel the double CalTrain track with two more dedicated to the HSR, giving a total of four tracks.

#8 Support
#2 Foreign
Systems
Tracks

While I can't speak for other cities, I can say that clearly there is not room for four tracks along this right of way as it goes through Palo Alto. This means that additional right of way will have to be purchased all along the route, taking up many homes and possibly public facilities land (Palo Alto High School comes to mind). I assume this will be true as the route goes through Sunnyvale, Mt. View, Menlo Park, Atherton and most of the other cities between San Jose and San Francisco. In addition a ground level right of way will require numerous over or underpasses at road and stream crossings. Taking the underpass at Embarcadero and the tracks in Palo Alto as an example, this will require extensive taking of land, if current traffic flow is to be maintained, as I believe, and as I feel confident most residents would believe, must be retained.

#2 ROW
Grade
Crossings
#1 Traffic
#6 PROPERTY
ACQUISITION

Two alternatives have surfaced to my knowledge, in Palo Alto at least: One is to place the entire project underground as it goes through Palo Alto. Well, I can't imagine that other cities faced with the same space constraints and other objects to noise etc, will not want the same thing. I have no idea what such extensive tunneling would cost but it would surely be in the billions. And since there are a number of streams leading to the bay, the tunnel would have to be very deep. Since CalTrain would be buried along with the HSR, there would have to be underground stations for every stop CalTrain makes, which are many.

#2 Tunnel
#1 Noise

The second alternative is to elevate the HSR as it courses through the South Peninsula, thereby bridging all roads and streams. But passing right through dense residential centers, many think this would be an environmental catastrophe visually, audibly and esthetically. Moreover, in the event of a wreck on the HSR, what kind of havoc would occur with rail cars and locomotives flying off the elevated rail into the densely populated areas immediately below?

#2 Elevated
#1 Noise
Aesthetics
#1 Safety

No, No, No!! Neither of these will do, from the standpoint of cost and environmental offensiveness.

#4 Design options

There can be another way, and I am surprised that none of the articles I have read mention even the possibility. The HSR right of way should parallel Highway 101 and/or the bay front as dictated by space and other land features. The entire right of way could be elevated. There might be places along 101 where the trains could be

#2 Alternate
alignment

elevated in the center divider area, other places where it could go through bay land open space, or lightly built-out industrial areas. Meanwhile, CalTrain can remain in place, with the system upgraded to electric and perhaps a few grade crossings improved.

#3 Caltrain
#1 Alternates

HSR and CalTrain are two entirely different concepts and service two different populations. The one is a local commute line, and the other is a regional transportation system whose purpose is to compete with the airlines in speed over long distances. To mix the two in the same right of way compromises both purposes and adds enormously to the cost of both systems. (BTW, I want to state that my wife and I regularly use CalTrain to go to San Francisco for various outings, so I am familiar with its service.)

#3 Caltrain
Coordination

I want to make another point. The HSR is just that - high speed, regional transportation. There is no reason that I can think of why this train on its way between San Francisco and San Jose, should make more than one stop, and that at SFO. Even then I fail to see any advantage at having the train stop near the airport. Think about it: People going to and from the airport have either arrived at their destination, or are going to it. Once at the airport, what is the real advantage of getting on the train to go to San Francisco, a mere ten miles away, or San Jose which is about 35 miles away. A better coordinated CalTrain system can take care of this need, if any. The local population deciding to go to Los Angeles or points south can easily take an improved CalTrain to either San Francisco or San Jose. Living in Palo Alto, I would not expect to board the HSR at University Avenue (God forbid!). Besides, if the system is going to stop at any one peninsula town, then all the towns are going to demand a stopping point. Remember CalTrain and the baby bullet train flap. A route along 101 and/or the bay eliminates this problem.

#2 Number of
stations
#3 Caltrain
Coordination
#2 Alternate

I strongly suggest that the planning group spend some time in Japan studying their system and doing so by actually riding it the length of the country, which is about the size of California. On our trip from Kyoto, to Tokyo, about the same distance as from San Francisco to Los Angeles, I recall we made one stop. We skirted many small towns and villages and much of the route was on elevated right of way, with many tunnels through the many mountains. Perhaps we should even consider turning this project over to the Japanese or at least use their engineers and planners as consultants, since they obviously have the know how, which we do not have, and a lack of political involvement, which we should have but do not.

#2 Foreign
Systems

Remember BART? Its original planners decided to use a rail gage that no other train system in the world used then or now. In spite of the fact that London, Paris, and other major cities around the world have had underground and rapid transit commute systems for decades, their experiences evidently were not considered. So now we are stuck with a system for which replacement cars have to be custom built at costs greatly exceeding the cost of regular rail cars. Lets not make the same mistake here. If not already being done, please consult the worlds experts who have been there, done that, as we design our own high speed rail system. Keep in mind we are at least 25 years behind the rest of the world in this matter.

#2 Foreign
Systems

I appreciate your consideration of these ideas and hope you will give serious consideration to any route other than the CalTrain right of way.

#2 Different
alternates

Thank you.

Richard C. Placone
Chimarus Drive
Palo Alto, 94306

CC Palo Alto City Council
James Keene, City Manager

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:59 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Christopher Poor [mailto:cjpoor@gmail.com]
Sent: Monday, April 06, 2009 11:26 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I strongly oppose the elevated option and strongly support the tunneling option for HST in the San Jose - San Francisco peninsula. #2 support tunnel

If New York could put their railway under the city last century why can't California do it? #2 compare to foreign system

This idea of the elevated option being front runner because it is cheap is absurd. The whole thing is an investment for at least 100 years. #2 tunnel

I am support the comments paraphrased here:

There are many important benefits of the underground High Speed Rail solution: #11 intro

* When construction is completed, we will not be displaying to the world ugly train track supports which are unheard of in other modern developed cities.

* With the train underground, each community might decide how to use the land above the train - and partner with the authority in funding the project. #2 tunnel (benefits)

* Local residents may be persuaded to support the partnership because of benefits of underground HST:

* Walkable and safer neighborhoods with a mix of uses

* Variety in housing & commercial environments

* A strong open corridor or green spine

* Strengthened connections between neighborhoods

* A better, more connected city. A "reknitted" and reunited community.

* Denser downtown area

* Increased property and sales tax

* Increased transit ridership

I urge the Authority to take up the underground option and partner with the peninsula cities and businesses.

Thank you,

Christopher J Poor

2150 High St
Palo Alto
CA 94301

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:15 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: tasmangrp@aol.com [mailto:tasmangrp@aol.com]
Sent: Monday, April 06, 2009 3:42 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

To the California High Speed Rail Authority:

I am writing to urge you to give full, and equal, consideration to two alternatives for the California High Speed Rail ("CHSR") project through the San Jose to San Francisco Peninsula. It is now clear, after months of public comment and scrutiny, that California voters were not provided adequate information when asked to approve the expenditures for the CHSR during the November 2008 elections...if they had been, it is far from certain that the slim 52.6% majority would have approved of a project that is likely to lead to massive negative impacts for cities all along the SJ/SF Peninsula.

#7 prop 1A
misinformed

As you continue your environmental impact review and ongoing planning, I urge you to give equal consideration to:

#11 intro

1. stopping the line at San Jose or Santa Clara and transferring passengers to the Caltrain line. We have too many needed infrastructure projects in California not to reuse existing resources such as the Caltrain Express trains. Plus, the real value in the high speed line lies in traveling vast distances between Northern and Southern California, not in cutting an extra 15 - 20 minutes out of the time to travel up and down the Peninsula.

#1 terminate
in SJ
#2 alternate
route
#2 upgrade
Ex facilities

2. tunneling all tracks beneath the Peninsula, rather than giving preference to surface, or worse...elevated, tracks.

#2 tunnel

It is clear that tunneling will be a more expensive proposition. This, by itself, is not adequate reason to eliminate this alternative at this juncture. This is particularly true given that Judge Kopp, at a public comment meeting in Redwood City in early March, admitted that one of the significant reasons behind the selection of the Caltrain corridor was that the right-of-way was already owned, which meant that using that corridor would save money that could be used for other sections of the CHSR project.

The character of the Peninsula will be irrevocably altered if a 15 foot elevated track (wall) is built from San Jose to San Francisco.

#1
Aesthetics

Thank you in advance for your careful consideration of ALL alternatives.

#11 conclusion

Regards,

Russell Poore
Palo Alto CA

The Average US Credit Score is 692. See Yours in Just 2 Easy Steps!

From: Heather Porter [porter.heather@gene.com]
Sent: Saturday, March 07, 2009 2:10 PM
To: HSR Comments
Subject: San Francisco to San Jose HSR

Document as a whole:
#9 opposition to project

- #1 background
- #1 Aesthetics
- #2 not elevated
- #1 Aesthetics
- #1e property values
- #1 Aesthetics
- #1e eminent domain

porterha@earthlink.net

Kris Livingston

From: Lisa Post [lpost@stanford.edu]
Sent: Tuesday, March 31, 2009 5:29 AM
To: HSR Comments
Subject: San Francisco to San Jose HST/ High Speed Rail

I am very concerned about the impact that the proposed San Francisco to San Jose HSR will have on:

] #1 Intro

Safety. My safety and the safety of my neighbors. How safe is a train travelling @ 125 mph in very close proximity to residential housing, local traffic, and at least one High School. Palo Alto high school is right on the rail line. Can you guarantee my family's safety?

] #1 Safety

Noise levels: How will noise levels be affected by the combination of more trains running at high speed and elevated tracks? I see and hear the trains from my home now and feel their vibration. My house literally shakes when the freight trains pass and I am two streets away from the line. More of this is unacceptable in this quiet residential community.

] #1 Noise
Vibration
Aesthetics

Local Traffic/Emergency Services. The proposed line divides the town in two. Children and local bikers and commuters walk across these lines everyday how are folks going to deal with the impact of these trains.

] #1 Public services
#1 Community
separation
#2 Grade crossings

Property values. Some neighbors who live next to the tracks may lose their beautiful homes, the trees will be destroyed including one of the oldest trees in California. What is the risk of property devaluation and erosion of the local tax base?

] #6 Property values

Again, what is the impact on local wildlife and trees?

] #1 Bto resources

I am most concerned about an unsightly elevated track, the pollution and the frequency of trains. Also, a station stop in Palo Alto means more traffic, congestion and parking problems. Frankly, we don't have space for this.

] #1 Aesthetics
Air quality
#3 Frequency of
trains
#2 No station
in Palo Alto

Lisa Post
2502 Emerson Street, Palo Alto

#1 traffic/
circulation

Lisa I. Post, Ph.D.
Clinical Associate Professor
Chief of Sports Medicine, Psychiatry
Director, Interpersonal Problems Clinic
Stanford University Medical Center
650-725-2372

San Jose to San Francisco Scoping comment on a small postcard by Linda Post & David Shayer

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public
svc.

#6 prop value

#1 bio.

#1 aesthetics
air quality

Name	Address	Additional Comments on the Card
Linda Post & David Shayer	2502 Emerson St, Palo Alto 94306	Safety – I can see the train from my window Noise – I hear the current train Property Values - *! Trees – Yes. Visual Impact – This is not the most <u>offensive</u> problem.

Kris Livingston

From: Michael Price [mprice@seismicwarning.com]
Sent: Friday, April 03, 2009 7:43 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Re: San Francisco to San Jose HST

I am in favor of the HST project as long as it's design doesn't significantly detract from the communities along its path. I am strongly opposed to any design that increases the impact on the community beyond that of the current CalTrain. Constructing an above-ground route might be least expensive, but it would create lasting damage to the quality of life for the peninsula communities.

I urge the HST planners to thoroughly investigate alternatives for placing the train underground. This effort should be focused on finding a practical method rather than focusing on how to demonstrate that an underground design won't work.

So far, I've heard many comments about the feasibility of underground alternatives. From HST employees and board members, I've heard nothing but comments on the problems of undergrounding. From others, I've heard of alternatives and tradeoffs. If the intent of the investigation is to find a way, one will be found. If the investigation intends to prove undergrounding can't be done, that will be the result. Focus on CAN DO!

Michael Price
Palo Alto

1
COMMUNITY

2
GRADE
SEPERATION

2
UNDERGROUND

Dan Gallagher

From: mark priestley [markapriestley@gmail.com]
Sent: Thursday, January 22, 2009 1:00 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dan Leavitt,

I wanted to add my voice to the request for your agency to do the high speed rail underground and to put a connection in Palo Alto.

The access to major medical facility, and major university are a key benefit to user of high speed train.

As a citizen of Palo Alto I would recommend the train be below ground for noise and safety reason. The citizen as a majority would, I believe lobby against a train above ground.

#2 underground
#2 station in
PA.

#1 noise
safety

Regards,

Mark Priestley

Kris Livingston

From: Richard Probst [richard@probst.com]
Sent: Sunday, April 05, 2009 6:39 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I am in favor of the high-speed rail between San Francisco and San Diego, and I voted for the bond measure.

But I am adamantly opposed to elevated tracks in the Peninsula cities of Palo Alto, Menlo Park and Atherton. Either the train must run in a tunnel, or the route must be re-planned.

Best,
—Richard

Richard Probst
788 Kendall Avenue
Palo Alto CA 94306
650-856-4940

#8 support
#2 tunnel
#2 alt
route/
alignment

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:00 PM
To: Kris Livingston
Subject: FW: SF to SJ High Speed Train

From: Leslie W Proceviat [mailto:lesvir@pacbell.net]
Sent: Friday, January 30, 2009 6:43 AM
To: HSR Comments
Subject: SF to SJ High Speed Train

To Whom it May Concern,

As homeowners in Palo Alto and, specifically in the Southgate Neighborhood, we are very concerned, and frankly appalled, that a high speed train is being considered next to the current train tracks. This is a quiet neighborhood area with the tracks running between Old Palo Alto and Southgate, not a freeway. We are concerned with the noise, visual intrusion (possible raised track, overhead cables, towers, etc.), possible destruction of current homes devaluing the rest of the neighborhood, to accommodate this system.

#1 noise
aesthetics
#6 prop value

We would hope that a more suitable area could be found, possibly along Highway 101 or elsewhere. If this is the only option being considered, we will only support a "No Build" option for the San Francisco - San Jose portion.

#2 alt route

Thank you for considering our concerns.

Sincerely,

Les and Virginia Proceviat

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:14 PM
To: Kris Livingston
Subject: FW: High Speed Train must go below ground in downtown Palo Alto

From: Christina M. Raes [mailto:cmraes@gmail.com]
Sent: Monday, April 06, 2009 4:04 PM
To: HSR Comments
Subject: High Speed Train must go below ground in downtown Palo Alto

To whom it may concern,

I am very concerned and feel misled about the proposed above ground passage of the High Speed Train through downtown Palo Alto.

I am opposed to this current plan and am a proponent of a tunnel scenario. Based on my understanding of such systems in Asia and Europe I see no reason why this option would not be pursued. Based on expert opinions the cost for a tunnel scenario would not exceed the current proposed plan once all complete costs are factored in.

The current scenario violates the quality of the environment and life of all forms. It will be a source of many lawsuits as worldwide studies have already documented the negative affects on the mental and physical health of individuals living near such systems. Given the talent in this state it must be possible to avoid the lazy above ground option and do the work properly the first go around by taking this below ground.

Regards,

Christina Raes

#7 prop 1A
misinformed
#2 tunnel
#2 foreign
#5 cost system
#1 env.
impacts
#2 tunnel

Kris Livingston

From: Keith Reckdahl [reckdahl@yahoo.com]
Sent: Sunday, April 05, 2009 11:57 PM
To: HSR Comments
Cc: saraannruth@gmail.com; epstein@meer.net
Subject: San Francisco to San Jose HST

Dear CHSRA:

Below are my comments on the San Francisco to San Jose High-Speed Rail:

1) Because of the high cost of Bay Area real estate, the costs of eminent domain, inverse condemnation, and severance damages will be large for the San Francisco-to-San Jose portion. San Francisco-to-San Jose costs will be further increased by construction in an urban environment requiring traffic mitigation, along with the need to maintain Caltrain and Southern Pacific service during HSR construction. It is incredibly doubtful that a HSR San Francisco-to-San Jose portion could ever generate sufficient ridership increase to recoup the initial cost. These ridership calculations must use realistic travel times (based on heavier American trains due to safety requirements) and be consistent with ridership statistics in existing American mass transit systems. HSR ridership calculations must be compared a HSR system ending in San Jose with a convenient cross-platform transfer to CalTrain.

#6 eminent domain
#2 ridership
#5 cost
#2 ridership

2) While the CHSRA touts fast NoCal/SoCal travel times, it is curious that the CHSRA is prioritizing construction of the San Francisco-to-San Jose link, effectively building an extremely expensive commuter-rail system where CalTrain already exists. However, certain private citizens (such as investors in Los Banos real estate) will be enriched by a government-funded commuter HSR system. The EIR must explicitly describe any CHSRA employee (including board members and consultants) who has any past or current business dealings with real estate investors, home builders, or others who will profit by the government's construction HSR. The term "business dealings" also includes contributions to current and past political campaigns/friends committees of CHSRA employees and their families. Furthermore, "business dealings" also apply to donations to charities/foundations/schools in which a CHSRA employee or their family is active or associated.

#7 transparency

3) CHSRA ridership and cost projections are far too optimistic and are inconsistent with mass transit elsewhere in the United States. Any ridership and cost projections must explicitly state how the calculations were done and explicitly state what American mass-transit data supports the projections.

#5 cost

4) The CHSRA's travel times are not realistic and are inconsistent with the speeds achieved by other high-speed rail lines around the world. The CHSRA explicitly specify what specific new technology they will use to outperform all other HSR systems in the world. The CHSRA must also address the cost, schedule, and risk impacts of this new technology.

#3 travel time

5) American rail-safety standards will make American HSR trains heavier than others around the world. All CHSRA-provided statistics (e.g., train speeds, travel times, train manufacturing costs, train operational costs, and ridership) must explicitly specify train weights assumed. All of these CHSRA calculations must be performed over a series of train weights to insure the overly-optimistic weight estimates do not incorrectly assess the feasibility of CA HSR.

#1 safety

6) It is not hard to predict that CA HSR construction will cost more and take longer than the CHSRA projections. The CHSRA must explicitly specify how it will prevent cost/schedule

#5 cost

deviations. Nebulous statements about project management is insufficient—specifics must be explicitly described.

7) Once an large public project has spent a large amount of money, it effectively gets a blank check because few lawmakers want to cancel a project that has taken billions of taxpayer dollars. To help prevent this blank-check scenario, half of each construction contract should be held in escrow as reserve for system-wide cost overruns. This will prevent firms from bidding on contracts they know will overrun. This will push up the overruns to the beginning of the project where lawmakers still have the option of canceling the project.

~~#1~~
~~#2~~
~~#3~~
~~#4~~
#5
costs

Thank you,

Keith Reckdahl
256 Edlee Ave
Palo Alto, CA 94306

Kris Livingston

From: Michael Reynolds [michaelwreynolds@yahoo.com]
Sent: Tuesday, March 10, 2009 6:32 PM
To: HSR Comments
Subject: High Speed Rail

To the HSR Authority:

Please... let the HSR connect a transportation hub in the L.A. basin with a transportation hub in Southern Santa Clara County, but DO NOT extend HSR service from San Jose to San Francisco.

Instead, let the existing CalTrain service provide the local service required between San Jose and San Francisco, where stops at existing stations are the life-blood of peninsula commuting.

And... let's look forward to the day when BART eventually replaces CalTrain, providing a complete passenger rail ring around the entire Bay Area.

HSR is efficient for the long distances between LA and the Bay.

But local rail -- ideally BART -- is the answer for efficient rapid transit around the Bay.

Sincerely,
Michael Reynolds
1620 Castilleja Avenue
Palo Alto, CA 94306

#2 terminate
in SJ

#1 ~~San Jose~~

#3 ~~CalTrain~~

#4 ~~BART~~

#11 Conclusion

Kris Livingston

From: Michael Reynolds [michaelwreynolds@yahoo.com]
Sent: Friday, April 03, 2009 3:42 PM
To: HSR Comments
Subject: S.F. Peninsula

I strongly favor terminating the northbound HSR in San Jose, where passengers can transfer to CalTrain for travel up the S.F. Peninsula, or transfer to BART where then can travel to the East Bay, transbay, and beyond.] #2 terminate in San Jose

I strongly oppose the construction of a HSR line along the S.F. Peninsula.] #9 oppose

Michael Reynolds
1620 Castilleja Avenue
Palo Alto, CA

Kris Livingston

From: Susie Richardson [susiebmc@gmail.com]
Sent: Saturday, April 04, 2009 10:25 AM
To: HSR Comments
Cc: Suzanne Bayley
Subject: San Francisco to San Jose HST

I am excited about the prospect of a high speed train, BUT I am very concerned about routing it along an elevated wall through established neighborhoods.

I would support proceeding with the project through Santa Clara or San Jose and providing transportation alternatives from that terminus to San Francisco and beyond.

Truthfully, my first reaction was to oppose people who complained, "not in my back yard," but I have come to believe that the present plans would truly create a scare that will not heal---a scare that over time will become increasingly septic and ultimately cause the death of some of our treasured neighborhoods.

History is filled with evidence of neighborhoods that have been destroyed by either walls or elevated tracks. Oakland's crime-ridden neighborhoods were born of the division created by freeway walls. New York and Chicago eventually were forced to remove elevated trains that created blight in their cities.

I served on the Board of Education in Palo Alto for 8 years. I fear for danger to children and community divisions created by a wall that bisects our City. Children would be forced to "cross" the tracks to get to school. Tunnels can harbor. And of course, there is also there are also the problems or aesthetics and noise, but they pale compared to the dangers of division and safety.)

High speed rail is a fabulous idea, but it must be done right. We must not allow ourselves to create monstrous new problems as we create a useful transportation alternative.

Susan Richardson
1322 Martin Ave
Palo Alto 94301*

*My house is several miles from the track and so I would not be "directly" effected.

#1 aesthetic
Don

#2 terminate in
act. ST
routes

#1 community
impacts
cultural
Historic
resources

#1 Historic
resources
safety

#1 ENV JUSTICE

#1 PS schools
safety

#2 Tunnel
#1 Aesthetic
noise
safety

#11

Conclusion

San Jose to San Francisco Scoping comment on a small postcard by Sharon Richmond

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1

public svc

#6 prop value

#1 bio

#1 aesthetics

#1 air quality

Name	Address	Additional Comments on the Card
Sharon Richmond	3234 Maddux Drive, Palo Alto 94303	None

I-SC 361

San Jose to San Francisco Scoping comment on a small postcard by Alia Husain Rizul

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public suc.*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 propvalue*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
#1 airquality*

Name	Address	Additional Comments on the Card
Alia Husain Rizul	105 Lowell Ave, Palo Alto 94306	None

I-80 362

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:39 PM
To: Kris Livingston
Subject: FW: hsr

From: leslie roberts [mailto:toomuch60@gmail.com]
Sent: Sunday, April 12, 2009 12:22 AM
To: HSR Comments
Subject: hsr

Dear Deputy Director Leavitt,

My family has lived for many years on Fuller Ave and I have noticed an increase in rail activity over time and wonder how we can survive more of the same. My house and even our beds shake, my sleep and daily life are disturbed by constant train honking, ding donging and screeching. I take medication to help me sleep when the hospital calls me to work off hours because of the noise and now I have a grandson who is also woken up by the trains. My neighbors have walked the tracks and have found many rail spikes not where they belong causing me some concern about safety. Would you please explain to me why the HSR needs to come through our neighborhood adding 80 more trains per day as opposed to another more reasonable route. The city of San Jose, my neighbors and I have spent money and devoted many hours of our time to make our neighborhood a nice place to live despite the problems the current trains cause in our lives. I can only cry about my property value now and I wonder how this will effect it when the HSR gets started.

Handwritten notes on right margin:
#1 intro vibration noise
#1 noise
#1 safety
#2 alternate route
#6 property value

I would like to hear a response to my concerns of the following:

Noise
Vibration
Safety

Handwritten note: #1 Noise vibration safety

Sincerely,

Les

Kris Livingston

From: Robinson, Laurel [Laurel.Robinson@cblnorcal.com]
Sent: Monday, April 06, 2009 9:50 AM
To: HSR Comments
Subject: High Speed Rail Comments & Concerns

April 6, 2009

Mr. Dan Leavitt, Deputy Director, ATTN:
San Francisco to San Jose HST
Board of Directors
Calif. High Speed Rail Authority

Dear Mr. Leavitt and members of the Board of Directors:

I was born and raised in the city of Palo Alto and currently reside on Washington Avenue, one block from the train. I am also a Realtor who has worked in residential real estate sales for the past three years in the Mid-Peninsula area. I wish to submit some information to you regarding the plan to install the High Speed Rail tracks above ground through the Palo Alto, Menlo Park and Atherton cities. I am a supporter of the concept of the High Speed Rail, however, from the time I learned about this plan in the fall of 2008 I believed that the only realistic route for the rail line would be underground either via a trench or tunnel plan for the route from Palo Alto through Atherton. This area is unique for the route because it would affect these residential communities and a significant number of single family homes adjacent to the existing Cal Train tracks.

Along with my mother Leannah Hunt, we represented a proposed Buyer of a home in the Felton Gables area of Menlo Park in October of 2008. The buyers were in contract to purchase a lovely home when an article appeared in the Palo Alto Daily News describing the proposed rail line and the uproar the plan had created in the neighborhood and city of Menlo Park. The buyers backed out of the contract. They actually lost down payment funds in excess of forty thousand dollars as a result of the decision to withdraw from the contract. They apparently were concerned about the potential loss of property values and harm to the quality of life in that community. Living just one block from the train track myself, I certainly understand the concern about the loss of property value, as I myself am very worried about this.

The proposed above ground rail line with a proposed four track or more system fails to address the following concerns:

1. The noise and disruption in the neighborhoods adjacent to the Cal Train line. The prospect of freight trains on a line which only has one current freight train per day would severely impact the quality of life along the rail line. Trains running every five to ten minutes twenty four hours each day would change the total nature of our intact residential communities. Fifteen or twenty foot walls with overhead wires would create visual blight for our cities.
2. The property values along the railway lines would be severely impacted and those residents within view and earshot of the train will lose tremendous value in their properties.
3. The cost of buying up properties at the grade crossings, along the most narrow sections of the Cal train lines and adjacent to any proposed stations would be in the millions of dollars through the eminent domain process.
4. When the citizens voted for the fall 2008 bond measure they assumed that tunneling would be a viable option for the rail line. There were no projections, visual aids or details regarding the above ground lines at the time of the election.

I-SC 364

- The web site was woefully inadequate in it's description of the impact to the quality of life and resultant effects on "life in Palo Alto". The voters were not provided with a complete picture of the railway plan.
5. There needs to be a study done of the cost involved in tunneling the high speed rail as well as the Cal train lines as they did in Los Angeles with the tunneling of the "Red Car" rail line. My understanding is that this tunnel machine can be used underground with very little disruption to the traffic and life above ground. In fact, I understand that they just leave the tunnel boring machine buried in the ground after it has completed the tunneling process. #2 tunnel
 6. Cal Train and the High Speed Rail authority can create a model for the nation and the world by designing a system with the tunnels underground which would serve as a example of the most effective and least impactful system for a residential community. #2 tunnel
 7. Unlike the many miles of open space, industrial community and commercial lands affected by an above ground system the cities of Palo Alto, Menlo Park and Atherton are primarily upscale residential cities whose quality of life, property values and futures depend on a preservation of period home styles, well established neighborhoods and integrity to their current city layouts. These tax payers, property owners and community members deserve to have a HSR which is buried in the ground, provides underground access and would not interrupt the well established pattern of life in these older towns. #6 property values
#2 under ground
 8. The citizens approved the rail project, however, during this EIR period the Authority needs to design a project which is safe to use with the least impact to the communities which will enjoy the benefits of this 21st century transportation system. #11 conclusion

I maintain that any cost to a tunnel/and/or trench plan would be offset by the exorbitant costs of buying up properties through eminent domain as well as the enormous costs of grade level separations along the Mid-peninsula corridors. The tunnels can be placed under creeks and aquifers and thus preserve the quality of life and integrity of our Mid-Peninsula neighborhoods. #11 conclusion
#2 tunnel
#6 property values

Yours truly,

Laurel Robinson
245 Lytton Ave. Suite 100
Palo Alto, CA 94301

Laurel Robinson
laurel.robinson@cbtnorcal.com
office: 650.752.0735
cell: 650.269.7266
www.leannahandlaurel.com

Kris Livingston

From: Mary Barton Rose [marybrose5@comcast.net]
Sent: Sunday, April 05, 2009 2:54 PM
To: HSR Comments
Subject: FW: Comments regarding HSR--

Dan Leavitt
Deputy Director,
CHSRA

Dear Mr. Leavitt,

I am writing to express our opposition to the High Speed Rail construction proposed for the Cal Train corridor through Palo Alto. We live 2 blocks away from the tracks on Ramona Street. At night when the freight trains run on the Cal Train tracks, it vibrates our windows and things on our shelves. This is despite our tearing down our old house and rebuilding it with sound proofing and better windows to block the noise from Cal Trains and freight trains. To allow a double decker HSR through Palo Alto will result in a drastic reduction of property values as well as causing emotional and physical stress to all property owners who are within a few blocks of the tracks. It also would be unattractive and could result in loss of tourist revenue as well tax income to the state and county due to lower property values. Please consider other alternatives that do not ruin our physical and emotional environment.

#9 opposition - design
#1 noise
#1 vibration
#6 property values
#1 Aesthetics
#6 property values
#1 Alternatives

Options include just running the HSR from San Jose to LA as the Cal Train already provides service. (This could be like BART for the Peninsula wherein you take Cal Train to the Milpitas and then take BART where you want.) Likewise, why not consider running the HSR on the AMTRAK tracks which already exist and also are located away from the centers of towns and home in the Peninsula. Last, if there is no other alternative than using the Cal Train tracks, the tracks should be submerged in tunnels and out of sight and sound.

#2 terminate in San Jose
#2 tracks - use existing
#2 tunnel

Please look at the HSR as if it was in your backyard. Everyone wants to help the environment and have mass transit, but not at the cost of destroying their home and towns. There are other options.

#11 conclusion

Thank you.

Mary B. Rose

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:38 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Susan Rosenberg [mailto:susanpa@sonic.net]
Sent: Tuesday, March 03, 2009 3:07 PM
To: HSR Comments
Cc: jamie_maltz@agilent.com; Sharon Kelly; Catherine Martineau; Dave Dockter; Eric Krebs
Subject: San Francisco to San Jose HST

Dear Mr. Dan Leavitt,

On behalf of Canopy, a Palo Alto based urban forestry nonprofit, I would like to express concern that the High Speed Rail system could impose a significant and detrimental effect on Palo Alto's trees that are adjacent to the proposed line, and especially to El Palo Alto, an ancient Redwood tree which is the beloved symbol of our city.

#1 biological
resources

I urge you to assess the impact this would have on Palo Alto, a community that places great value on trees, not only for the beauty they bring to the community, but for their financial value as city infrastructure. This potential loss is not something we would take lightly.

Best Regards,

Susan Rosenberg
Chair, Canopy

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:45 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HSR

From: Steve Rosenblum(pol1) [mailto:pol1@rosenblums.us]
Sent: Saturday, February 28, 2009 3:27 PM
To: HSR Comments
Subject: San Francisco to San Jose HSR

I recently attended the public scoping meeting in Palo Alto on February 26th and was surprised to learn that the primary approach being considered for this stretch is an elevated line. I strongly object to this on two grounds. Firstly, the line will be a visual barrier cutting Palo Alto in half with a mini Great Wall of China. This wall will be within a few feet of Alma Street. There is no way that such a wall can be disguised or beautified. The roadbed will exceed the 30 foot height allowed for residential construction in my neighborhood. Secondly, the noise of trains going by up to 12 times per hour at 120 miles per hour will be an auditory blight on my neighborhood. The present Caltrains are easily heard at my house which is about 100 yards from the tracks and the Caltrains are running at less than half of this speed and at ground level. To me the most sensible approach is to underground the train over this entire stretch. In that way the noise, visual blight, and security issues are efficiently mitigated. If the line cannot be undergrounded, the next best alternative would be to end the HST at San Jose and upgrade the Caltrain right of way to provide grade separations at ground level or below grade level so that the trains do not have to slow down or blow horns at grade crossings. At present the Caltrain Baby Bullet trains make the run between San Jose and San Francisco in 57 minutes making 5 stops. The HST is expected to make the same trip in 30 minutes making 2-3 stops. I would expect that by upgrading the right of way and reducing the number of stops, that Caltrain could make the trip in closer to 45 minutes.

In summary, I am opposed to an elevated HST over this stretch and will do whatever I can to prevent it from being built.

Sincerely,
Stephen Rosenblum
212 Santa Rita Ave
Palo Alto, CA 94301

#1 background
#2 no elevated tracks
#1 Aesthetics
#1 Noise
#2 underground
#2 terminate in San Jose
#1 noise
#3 freq. of trains
#4 Alternative Tech not (Baby) bullet

#1 conclusion
#1 opposed (9)
#2 no elevated

Kris Livingston

From: Alex Ross [alexr@stanford.edu]
Sent: Monday, April 06, 2009 10:53 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dan Leavitt,
Deputy Director
CA HSR Authority

Dear Mr Leavitt,

Out of grave concern for the deleterious effects of an elevated high-speed rail structure cutting my town, Palo Alto, in half, I am writing to ask that you give strong consideration to either tunneling the train or terminating HSR service at San Jose instead of San Francisco.

No one (except perhaps an airline executive) would argue that HSR is not, in principle, a good thing. But to diminish the quality of life in viable Peninsula communities in the implementation of it seems to me to be the height of poor planning and lack of foresight. If this project is forced through the middle of our community on some sort of elevated structure, the area inside of at least a half mile on either side of the tracks will be changed significantly for the worse by noise and visual pollution and the degradation and blight that will inevitably follow.

Please don't destroy my neighborhood. Please either put the train in a tunnel through Peninsula communities, or terminate the high-speed line in San Jose.

Thanks for reading my comments.

Sincerely,
Alex Ross
4175 Wilkie Way
Palo Alto

#2 tunnel
#2 terminate
in San Jose

#1 community
impacts
#1 noise
#1 aesthetics

#1 community
impacts
#2 tunnel
#2 terminate in
San Jose

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:45 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Cindy Ross [mailto:cmross@stanford.edu]
Sent: Saturday, February 28, 2009 9:51 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

To the California High-Speed Rail Authority:

I support high-speed rail project to connect Sacramento, San Jose, Bakersfield, Los Angeles, etc; however, it is a gross waste of taxpayer dollars to bring the high-speed trains to San Francisco. It is much more cost effective to connect into the existing infrastructure such as Bart and Caltrain. The construction costs for the short segment between San Jose and San Francisco must be hugely disproportionate for the distance traveled. (I would like to see this information on your website.) I voted "yes" to connect California; I did not vote to waste my money to duplicate services (albiet faster) and to marginalize communities.

In any case, I am absolutely opposed to building huge structures/walls in single home neighborhoods and the taking of people's property. Undergrounding the trains may not be good alternative either as the unconsolidated nature of the sediments in this area may let everyone know when a train is going by due to vibrations. A route along 280 may be less intrusive and less expensive, but I still think it's best to connect the system to existing public transport systems.

Sincerely,
Cynthia Ross

Cynthia M. Ross, Ph.D
Department of Energy Resources Engineering
367 Panama, Rm 065
Stanford University
Stanford, CA 94305-2220

(650) 725-0944 (office) (650) 725-2099 (fax)
Office - Green Earth Sciences Rm. 353
e-mail: cmross@stanford.edu

#2 terminate in San Jose
#3 Connectivity
#5 construction costs
#11 background
#1 ET community separation
#6 Eminent domain
vibration
#2 Alternate alignment
connectivity

San Jose to San Francisco Scoping comment on a small postcard by Rouein

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
#1 air quality*

Name	Address	Additional Comments on the Card
Rouein	255 Ventura Ave, Palo Alto 94306	None

San Jose to San Francisco Scoping comment on a small postcard by Jan Rusuff

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics*
#1 air quality

Name	Address	Additional Comments on the Card
Jan Rusuff	130 Ely Place, Palo Alto 94306	None

I-5C 371.

Kris Livingston

From: Google Documents [noreply@google.com] on behalf of hinda2@gmail.com
Sent: Sunday, April 05, 2009 10:45 PM
To: HSR Comments
Subject: "San Francisco to San Jose HST"

This is an addendum to a previous scoping email .

Hinda G. Sack
4104 Park Blvd.
Palo Alto, CA 94306

comments@hsr.ca.gov

"San Francisco to San Jose HST"

Should an at grade solution be the only feasible construction alternative, I would like the HSRA to investigate the environmental impacts of:

- 1) Closing the West Meadow crossing and creating a pedestrian overpass at that location.
- 2) Creating underpasses at Churchill and at Charleston.
- 3) Creating an overpass at El Camino/Alma

With an underpass at Charleston, I would recommend closing Park Boulevard to traffic turning from Charleston onto Park. I would recommend opening Park Boulevard to traffic from West Meadow to the Oregon underpass. This would allow residents west of Alma to access Alma at Oregon or San Antonio.

#1
#2
Grade
intro sep.

#1
Traffic

#2
(under pass) traffic

#2
(over pass) traffic

#1
Traffic

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:59 PM
To: Kris Livingston
Subject: FW: HSR

From: Hinda Sack [mailto:hindas2@gmail.com]
Sent: Sunday, February 01, 2009 1:06 PM
To: HSR Comments
Subject: HSR

I live on Park Blvd. in Palo Alto, 94306. The neighbors across the street from me hack onto the Caltrains right of way. I am a member of our 350 family Charleston Meadows Association. These are my comments and not an official statement from the Charleston Meadows Association. The Caltrain right of way horders our community. We have two grade crossings in close proximity. One is at West meadow. The other is at Charleston.

#11 Intro

#21 HSR

Speaking as someone very directly affected by the HST proposal, I want to submit for the record that the entire "scoping meeting" had the flavor of a "done deal" with a dog and pony show provided to bring us on board by creating an illusion of community participation in design decisions.

#7 Community meeting

At the time of the public vote in November, there were several engineering proposals, and the documents provided at that time emphasized that there would be little to no displacement of current roads or buildings because the right of way would not require much change. I studied the one picture provided in the document that purported to depict a typical grade crossing along the peninsula. Given the tenor of the meeting on Thursday, I feel that that picture was quite misleading. I'd like a response directly from you about how much wider you will have to make the right of way at the West Meadow, Charleston and Churchill grade crossings to accommodate the four track system. You have this information, or you should have. If you do not have it at this stage of things, then the document you provided to us as voters in November was a an exercise in disingenuousness. In my opinion, you are obligated to share this information as part of the scoping process for the EIR.

#7 Pnp/A misinformed
Transparency

I for one am completely opposed to the idea of replacing grade crossings by elevating the trains to tunnel the road under the tracks. It was stated, on Thursday, that elevations need to start about a mile before a crossing. By my reckoning, unless several streets are closed, that would mean a continuous elevation from about Menlo Park to South Palo Alto. (Are we talking about a raised bridgework structure or would earth be brought in to create the elevation for the new tracks?) In any case, this would create a noisy eyesore dividing our cities. I know you say that the new trains will be quieter. However, 2 tracks will still be carrying old Caltrain local trains and freight trains. The noise from these will have no buffers if they are elevated above all natural barriers. If you elevate the tracks, would you also be creating a sound barrier/wall all along the right of way? Shall we be replacing our Palo Alto Greenery with cinder block?

#2 Grade crossings
Elevated
#1 Noise
Community Separation
Aesthetics

A far less intrusive solution, as far as I'm concerned, would be trenching the train tracks altogether. The roads could stay at grade level maintaining our present access east-west across the right of way. My only concern with this solution is whether vibrations from the trains, especially the older Caltrain trains and the freights, would become a nuisance to neighboring residents, and whether the digging or the operating of the trains in the trench might shake neighboring homes enough to cause damage including cracks and foundation issues that might make them more seismically vulnerable.

#2 Trenching
#1 Vibration
Geology

Finally, I would like the names of the officials who would be responsible for compensating those residents who will be displaced temporarily or permanently. I would also like the names of those officials who would be responsible for providing support to those of us who might choose to or need to leave the neighborhood due to the environmental impact of this construction.

#7 Contact person
#6 Financial Compensation
#1 Construction impacts

I understand that ultimately, if I am uncomfortable with the process or the proposal, I can vote against the project all together. Please understand, that this is not my first choice. However, unless I have access to full and accurate information and unless our community has the opportunity to work with you around community environmental priorities, you might force me to withdraw my support for the project.

#7 Transparency

I will be forwarding this to the Charleston Meadows Association. I expect you will hear from many of us.

#11 Conclusion

Sincerely,

Hinda G. Sack

Kris Livingston

From: Hinda Sack [hindas2@gmail.com]
Sent: Sunday, April 05, 2009 10:47 PM
To: HSR Comments
Subject: Fwd: "San Francisco to San Jose HST"

I neglected to identify myself when I first sent this out to you.

This are my scoping questions per the High Speed Rail along the Caltrain Right of Way

comments@hsr.ca.gov

"San Francisco to San Jose HST"

1. I am opposed to an elevated track(s) running along the Caltrain Right of Way in Palo Alto. However, since the HSRA has provisionally set forth an elevated alternative in its program document during the community outreach and scoping sessions, I am requesting that the HSRA provide the following as part of the environmental impact of such a structure:

#9
elevated
tracks

a) I want the HSRA to examine the environmental impact of the visual clutter of an elevated system in neighborhoods of one story dwellings. Some of these neighborhoods have historical status. I would expect that the evaluation of such impact to include realistic mock-ups of the elevated alternative including catenary and trains with pantographs. I request that the level of environmental impact be evaluated by an advisory board made up of representatives of the affected communities.

#1
His resource
Aesthetics

b) I want the HSRA to conduct scientifically designed studies on the noise that will be generated along the corridor so that the communities affected will be able to evaluate the environmental impact of an elevated train traveling at 120 mph combined with freight, baby bullets from Caltrain and Caltrain local trains. I would like the HSRA to present its data on the experience of people living near such tracks. Such data should include the experience of the environmental impact at different distances from the train as well as the effect of a sound wall.

#1
noise
walls

c) I want the HSRA to conduct or make available scientifically designed studies to determine the amount of debris/dust and other particulate matter (grease, oil) generated along the route as trains pass at high speeds through the neighborhood.

#1
AIR
Quality

d) I want the HSRA to identify the source of funds for maintaining the right of way, deodorizing and cleaning litter that will inevitably accumulate in underpasses and for removing graffiti from concrete surfaces. I would like the HSRA to clarify how affected communities might interact with HSRA to determine maintenance standards.

#5
Funds

e) I want the HSRA to provide data for us to evaluate the degree to which vibrations will emanate from the passing trains into the adjacent soil and homes.

#1
noise

f) I want the HSRA to elucidate the procedure for eminent domain and to identify all properties that would be subject to eminent domain.

#6
eminent
domain

g) I want the HSRA to elucidate its basis for evaluating the value of property most immediately affected by the structure. I request that homes be valued prior to the election in Nov. of 2008. The impact of the HSR on value of property can be measured by assessing the changes in value of properties in similar neighborhoods that do not abut the right of way. If other properties have gone down 5%, for example, since last November, but the homes near the right of way have gone down 15%, we can assign the greater dip in value to the effect of the impending construction of the HSR. Will the HSRA appeal to the county to lower property taxes for those owners whose properties lose value?

#6
property
value

h) Some homeowners in the affected areas have applied Prop 60 or Prop 90 in the purchase of their homes. I want the HSRA to set aside funds, or move to create legislation, as part of its powers of eminent domain to extend a one time exception to the one time rule for those homeowners who must sell because they cannot tolerate the environmental impact of the HSR structure. I want the HSRA to make its intentions relative to this item explicit.

#6
property
value

i) I expect that the HSRA will back up all its claims about environmental impacts with hard data. As the HSR has stated, there are other HSR systems in the world. I expect you will present us with real data collected from impact studies, not just the HSRA's subjective assessment that a particular feature of the project will have minimal impact. This was one of the more startling and unsettling components of the plan document.

#1
transparency

j) I want the HSRA to specify how much money will be set aside for reimbursement of property owners whose property suffers damage over time from the environmental impact of the railway.

#6
compensation

k) I want the HSRA to specify how it will reimburse property owners who are temporarily dislocated due to the disruptive effects of the construction. How will homeowners who can not tolerate the noise, dirt, interruption of traffic flow, etc of the prolonged construction be able to access funds to help them relocate temporarily. Will such homeowners receive respite from paying property taxes.

#6
relocation

2. Because the elevated alternative for bringing high speed rail through Palo Alto is likely to pose the most severe environmental impacts I am requesting that the HSRA make its highest priority the investigation of the feasibility of all alternate solutions to an elevated system. These include: 1) tunneling, 2) trenching, 3) cut and cover, 4) at grade.

#2
tunnel
trenching
@ grade

For each of the above alternatives I request that the HSRA present the same data and information as I have requested in (a) through (k) above.

3. I am requesting that the HSRA present the credentials of all consultants hired by the authority and a list of their previous collaborations with members of the HSRA and Caltrain. I request that no consultants hired during the project document phase be employed during the construction phase. This would eliminate the appearance of bias from the expert consultants who might otherwise be seen as recommending construction alternatives that they are then hired to execute.

#1
transparency
consultants

4. I am requesting that the HSRA provide the public with the data to understand the basis for the design features it sets out in the project level document. Each of these features will have its own environmental impacts. Each choice will represent trade offs among construction and operational efficiencies, costs and environmental impacts. For the public to be able to work collaboratively with the HSRA and Caltrain, we must

#1
transparency

know the values assigned to the various trade offs.

Hinda G. Sack
4104 Park Blvd.
Palo Alto, CA 94306

Kris Livingston

From: Roger Sack [resack@comcast.net]
Sent: Saturday, April 04, 2009 12:41 AM
To: HSR Comments
Subject: Public Comments to the CHSRA

CHSRA:

I favor HSR in Caltrain Corridor if the following criteria are met:

1. The trench or tunnel option is adopted through Palo Alto and other predominantly residential areas
2. No HSR station in Palo Alto. Our community will be negatively affected by an HSR stop

We must oppose the further "Manhattanization" of Palo Alto.

3. Should the HSRA reject the trench/tunnel plan, then the City should support "no build" in the Caltrain corridor.

4. Separately, the Caltrain Electrification Program calls for a significant increase in the number of trains in the corridor without indicating plans for grade separation. At certain hours trains will pass every three minutes

Although the trains will operate at just under the statutory limit of 80 miles per hour, over which grade separation is required, the increase in train frequency will result in great inconvenience.

The increased number of trains should itself necessitate grade separation.

Best regards,

Roger E. Sack

Park Blvd, Palo Alto

8
SUPPORT
2
UNDERGROUND
Tunnel
NO STATION in
Palo Alto
NO BUILD
GRADE -
SEPERATION
3
FREQUENCY

#1 Comm.
Impacts

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:46 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Ashok Sadrozinski [mailto:ashokfw@pacbell.net]
Sent: Friday, February 27, 2009 8:59 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

The proposed high-speed rail (HSR) system will have major adverse noise, safety, aesthetic, and traffic impacts on communities along the San Francisco peninsula corridor. Mitigation of negative impacts to peninsula communities means undergrounding the HSR system along the peninsula, and limiting the number of HSR stations along this route.

Undergrounding Caltrain and the HSR addresses many of the noise, aesthetic, and safety concerns along the peninsula, and represents a progressive design that integrates public transit more fully with affected communities. Under the current HSR Authority proposal, an elevated series of tracks perched atop a 74 foot-wide raised berm (higher than the Berlin wall!) would divide cities, require building large concrete structures and grade separations at each intersection, potentially result in property seizure through eminent domain, increase noise next to schools such as Palo Alto High School that abut the right-of-way, and require cutting down mature trees. Undergrounding Caltrain and HSR would remove unsightly train tracks and surrounding blight from view. With the train underground, each community might decide how to use the land above the train: walkable neighborhoods, variety in housing & commercial environments, and a strong open corridor or green spine.

HSR stations should be limited along the peninsula, as local transit and high speed rail serve different populations. HSR is designed to provide high-speed regional transit, and as such should only stop at SFO between San Jose and San Francisco. From SFO, HSR commuters could connect to other Bay Area cities through existing transit infrastructure. Thank you for giving these issues and their effects on our community due consideration.

Ashok Sadrozinski

#1 safety
aesthetic
traffic
noise

#2 underground

#2 Underground

#1 eminent domain
noise

#4 aesthetics
#2 Pro underground

#2 Station location

#3 Connectivity with other transit

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:47 PM
To: Kris Livingston
Subject: FW: high speed rail and Caltrain corridor

From: Shaila Sadrozinski [mailto:sadro@pacbell.net]
Sent: Thursday, February 26, 2009 11:52 AM
To: HSR Comments
Subject: high speed rail and Caltrain corridor

I am FOR public transportation and high-speed rail; however, I think the current proposal for HSR hasn't been thought through realistically. Why cannot the decision to use the Caltrain Corridor along the peninsula be revisited? You can't have long-distance trains zooming through populated areas, above or underground. In Europe, where they've had HSR for many years, they avoid going through cities. They keep to the outskirts of cities and tend to go whenever possible through the countryside, with large parking facilities and/or connecting up with local transportation. If they have to get near urban areas, they slow down. (This defeats the purpose of the "high speed"—might as well stick to the current or improved Caltrain "baby bullet" trains.) You can't combine the commuter train Caltrain with the high-speed long-distance train on the same corridor. The high-speed train should go along 101 and make at most only one stop between San Jose and San Francisco, at SFO airport. There, there should be adequate parking and convenient transfer to the local commuter trains.

Shaila Sadrozinski, resident of Palo Alto

#2
ALT
ALIGNMENT
#1
Speed
#2 Compare to
foreign
system
#4 Baby bullet
train
#2
ALT
ROUTE
#1
parking

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:58 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Mia Salaverry [mailto:mia.salaverry@gmail.com]
Sent: Monday, April 06, 2009 11:52 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

To whom it may concern,

I am aware that the "project level" environmental review process is just starting and any comments that I and other members of the public send in will be included, and responded to, in the Environmental Impact Report.

#11
intro

Please include the following in your report.

I am writing this letter to express very strong objection to the proposed grade-level plan for the high speed train system, through the Peninsula corridor, north of San Jose to San Francisco.

#9
opposition

I live in the Southgate neighborhood of Palo Alto, on Mariposa Avenue, in a home that will either be demolished or severely impacted by construction that is in line with the current plan. Obviously, I have a reason to be gravely concerned. I stand to lose my home and a neighborhood I love. Even if my home is *not* torn down, the proposed wall will end mere feet from my bedroom window, destroying my garden, making my backyard unusable, and decimating a line of homes and gardens the block long...and that's just in *my* neighborhood. In other words, even if I retain my home it stands to be so drastically altered that is barely livable.

#6
property
rights

#11
background
#1 community
impacts

It is true that I voted in favor of high speed rail in California. However, in voting "yes" I made what now appears to have been an erroneous assumption. I believed what any reasonable person would, that planning for the train's route through the state would avoid densely populated areas, that no route would be considered that unduly compromised any city's integrity – its symmetry and cohesion. I never guessed that the HSRA would consider viable a route through the center of long-standing communities such as Palo Alto, Menlo Park and Atherton, along one of the Peninsula's most vibrant corridors. In fact, I am outraged at this.

#2
alignment

Building the high speed rail below grade, at grade, or on an elevated berm along the current Caltrain track as is currently being considered, will ruin the value of our property on Mariposa Avenue in Southgate and wreck

#6
property
values

havoc on our lives. Our house is our only investment. If its value plummets we lose the major portion of our retirement. Like many neighbors especially up and down Mariposa Avenue, we are not wealthy Silicon Valley business people. In our case, we are respectively a grade school teacher and a therapist and worked very hard to buy our house here. We raised our child in this neighborhood and delight that others wish to do so, as well.

What is probably more important is that neighborhoods such as ours in Southgate count for something – something intangible. They are integral to the quality of life. As it is currently proposed through the San Jose to San Francisco corridor the high speed rail will destroy the quality of countless neighborhoods. Ultimately it will have a devastating effect on all of Palo Alto dividing it in two with what will in effect be a 'Berlin Wall' separating east from west.

There are viable alternatives! Consider them long and hard before you destroy cities and neighborhoods.

#11 conclusion

#1 EJ community separation

San Jose to San Francisco Scoping comment on a small postcard by Mrinmoy Sanyal

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public safety*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
air quality*

Name	Address	Additional Comments on the Card
Mrinmoy Sanyal	724 Arastradero Road # 206 Palo Alto 94306	None

I-5C 379

Kris Livingston

From: Scott Saslow [scottsaslow@execsight.com]
Sent: Tuesday, March 31, 2009 9:36 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Hello: I wanted to offer feedback on the HST as a resident of Palo Alto who is living about 100 yards from the tracks.

I'd like to see us all give serious consideration to not elevating the tracks as some propose, as that will contribute to 1) air pollution 2) noise pollution and 3) visual pollution (it would be very ugly).

Instead, the tunneling option should be pursued. This addresses all three of the options, and would result in the least disruption to the homeowners along the tracks.

Right down the street from me, Castellija School just put in a completely underground gym that goes down several levels. Going sub-terrain is a great feasible option that preserves our community.

As another creative option, perhaps the train should end in San Jose, and not go all the way to SF. We do have Caltrain already, with some bullet trains, and perhaps this would eliminate the need to even consider going through the SF- San Jose corridor.

Many thanks for your consideration.

Regards,
Scott

Scott Saslow
Executive Director
The Institute of
Executive Development
www.ExecSight.com
+1 (650) 326-5202

11

1
AIR
NOISE
AQS

2
TUNNEL

2
TERMINATE IN SJ
TRANSFER
SYSTEMS

Kris Livingston

From: Maggie Saunders [madaca@stanford.edu]
Sent: Sunday, April 05, 2009 2:50 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

To Whom it May Concern at the High Speed Rail Project:

I am writing in regard to the high speed rail line that is proposed to run from San Jose to San Francisco basically through my master bedroom and garage. That we are even in this position is criminal. There should have been a law that would have required the high speed rail group to publish all of the negative aspects of the construction and implementation of the plan prior to the vote to

approve it. I know that there is noone in my neighborhood who would have voted to approve the high speed rail line if they had known what we know today. The neighborhood of Ventura in Palo Alto has interacted productively with CalTrain over the years as they have expanded and improved the tracks and the rail service. . . namely because CalTrain has always been upfront, honest and incorporated the needs of the people living in the area into the solutions that they have adopted. The high speed rail system is an attempt to railroad the neighborhoods into giving up and lying down on the tracks so to speak. Several times I have asked the simple question of what will happen to my house to the officials of the high speed rail program -- each and everytime this simple question has been ignored. . . as if I have no right to know how this project will affect me and my household.

#7 prop 1A
misinformed
#7 public
outreach

I am a single mother with three kids who has worked extremely hard to buy a house in Palo Alto -- the cheapest house in Palo Alto has been home for my children for almost eight years. It has provided them with a base and place for Christmas, Birthdays, parties with Friends etc -- all of their childhood memories are in this house and now the high speed rail group proposes to just bulldoze our homes and backyards to make room for the tracks. In addition, all of my net worth was in my house . . . even since the high speed rail project was announced the relative value of my home has plummeted. Who is going to reimburse me for that? Please ask yourself how you would feel if you were being forced to give up three quarters of your net worth for a public initiative? While tunneling the tracks underground may be more expensive, at least this solution has the hope of preserving everyone's rights not just the interest groups

#11
background

#6 property
values

#2
underground

behind the rail plan. In my mind there is only one solution -- only one solution that honors everyone's rights. . . . the elevated tracks and widening of the right of way (and demolishing of homes) are not reasonable solutions because they disregard the rights of some for the interest of others. The only solution that has been proposed so far that tries to respond to everyone's concerns is the tunneling of the tracks underground. I will do anything I can to prevent the other solutions from coming to pass including joining lawsuits and actively campaigning against the high speed rail initiative at every possible moment.

#2
underground/
tunnel

Now to conclude this letter I will ask one more time -- I live at 3633 Park Blvd in the Ventura neighborhood in Palo Alto -- please tell me what will happen to our home under all of the scenarios that have been publicized and when. I realize that there has not been a decision yet, however, I would like to know the range of possibilities with which I am faced.

#6 property
values

#6 eminent
domain

#7
info request

Sincerely,

I-5C 381

Margaret B. Saunders
650-996-5683

Kris Livingston

From: Tom Sawyer [tomsawyerinsan jose@gmail.com]
Sent: Wednesday, March 25, 2009 7:04 PM
To: HSR Comments
Subject: EIR Questions for High Speed Rail between San Jose and San Francisco

1) One of the proposed environmental benefits for HSR is that it will reduce the transportation carbon footprint. HSR folks are claiming it is 1/5 the emissions of a car and 1/3rd of an airplane. However, technologies change and this claim cannot be validated without comparable estimates for electrical usage of HSR - particularly so when its usage is during the more usage-constrained daytime.

#1 Air Quality

An estimate of KW/hour/passenger-mile would certainly help validate/disprove this claim.

2) What provisions would be taken to protect the track from terrorists? The French TGV has had more than one threat made against it.

#1 Safety

3) What is the projected percentage of passengers that would switch from using the San Jose Airport to HSR; same for SFO and LAX?

#6 Ridership

4) At the February pre-EIR meeting we were told that the \$50 ticket to LA that was quoted in election materials was not based on any cost-recovery model, but was derived by dividing the current airfare in half. What are the projected ticket costs.

#5 Cost

5) What are the projected passenger profile percentages - business person, couples, families with 2 or more children? Will families really take it to Disneyland or will it be a business train?

#6 Ridership

6) How will the loss of property values for folks near the right-of-way be assessed?

#6 Property values

7) What can be done to avoid dividing neighborhoods?

#1 Community Separation

8) Can a speed and noise profile be provided for the route from San Francisco to Los Angeles?

#1 Noise
#3 Train speed

Tom Sawyer
1507 Shasta Avenue
San Jose CA 95126

Kris Livingston

From: Steve Schlenker [Steve@dncapital.com]
Sent: Friday, April 03, 2009 6:41 PM
To: HSR Comments
Subject: proposed high speed rail and implications for Palo Alto

To Whom It May Concern:

I am writing to express some initial views and concerns regarding the proposal for high speed rail running between San Francisco and San Jose as part of the route through to Los Angeles.

I am generally a proponent of the high speed rail, particularly as it is part of the electrification of the rail system through CalTran, which should reduce some of the noise from the existing system. I live about 150-200 feet from the rail tracks, just West of Emerson Road, and the current noise is quite high, so electrification should help.

However, I am strongly opposed to having the tracks be elevated as opposed to buried, for the following reasons:

(1) my daughter attends Palo Alto High School. Many of her friends ride their bikes together, and it will be difficult if not impossible to provide as safe a path to the school for her, her friends, and all the other children who live East of Alma to get to the school as they currently have. Also, the tracks will have to run parallel to the school sports ground, if there are 2 new tracks, and will have to remove part of the sports ground in order to accommodate 4-6 tracks (or Alma Road would need to reduce to 1 lane, which would cause safety problems and enormous congestion problems). Many studies in Europe show that close proximity to high levels of ambient noise has a detrimental effect on education and learning. I would challenge the High Speed Rail commission to find one implementation globally of high speed rail as close to a 15-18 year old educational facility as the HSR would need to be relative to Palo Alto High School.

(2) Having lived for 12 years from late 1995 through 2008 in England, including 5 years in close proximity (100 yards away) to raised rails, I can say that crime is definitely higher near elevated rail tracks, property values are substantially lower, and vacancy rates are much higher. This was in Kew Gardens and Richmond, some of the wealthiest parts of Greater London, so it has a direct correlation with the Palo Alto - Menlo Park - Atherton residential area.

(3) An elevated track would further isolate the sections of Palo Alto between El Camino Real and Alma from the rest of Palo Alto. We already see far less of friends who are geographically closer because of the limited crossings, this would only get worse, and the same situation applies for businesses located on the West side of the tracks.

(4) The noise from an elevated track, even for an electrified line, is substantial, again based on my experiences in France and Germany.

(5) A submerged line will enable the community to be more united, increasing property values on both sides of the track and bringing Palo Alto residents closer not only to each other but to the Stanford community.

I understand the cost differential is substantial between elevated and submerged tracks. Therefore my proposal is that the HSR allow for private funding of the incremental cost of submerging the tracks, in exchange for a 999 year leasehold to those private funders of the land and air rights over the tracks. My estimate is that the total funding would be \$1.2-\$2.4 billion for the 30 mile section between Burlingame and San Jose (\$40-80 million per mile incremental cost vs. going above grade). The destruction of property values for a non-submerged track would be in the range of \$12-15 billion (60,000 homes, average value \$1 million, 20-25% value destruction). However, the value of the land and air rights over what

11
~~NOISE~~

4
ELECTRIFICATION
1
Noise

1
NOISE
SAFETY
TRAFFIC
6
ACQUIRING
ROW

6
PROP VALUE
2
ELEVATED
1
SAFETY
2
GRADE
CROSSING

1
EU
1
NOISE
2
UNDERGROUND

1
COMMUNITY
6
PROP VALUE
#5 Public/Private

6
PROP VALUE
5

would effectively be 16 million square feet should approach \$1.6 billion (\$100 per square foot time 100 fee wide times 30*5,280), with any shortfall made up by citizens who otherwise would face home value destruction.

I believe there would be interest by individuals and communities up and down the peninsula for this, and it could create a win-win for HSR and for the communities along the Peninsula.

On the subject of a station, I believe there should be a station somewhere other than San Francisco, San Jose and the Airport, but my preference would be for the station to be at Redwood City. I do not mind driving the incremental distance, and my concern would be that the increased traffic in the down-town University Ave area would lead to increased crime, which is what Waterloo Station in London saw when rail was expanded there and what most UK and Spanish cities tend to see. If for some reason the train cannot be submerged, and I sincerely hope it can be, then I would be in favor of the station in Palo Alto because it would mean the trains would have to begin to decelerate and therefore be less noisy by the time they reached where my children play and where I live.

I am available to speak further on this subject – my phone number is 650-561-4825.

Best,

Steve Schlenker
135 Seale Ave
Palo Alto, CA 94301
(Home)

228 Hamilton Avenue, 3rd Floor
Palo Alto, CA 94301
(Work)

Information from ESET NOD32 Antivirus, version of virus signature database 3985 (20090403)

The message was checked by ESET NOD32 Antivirus.

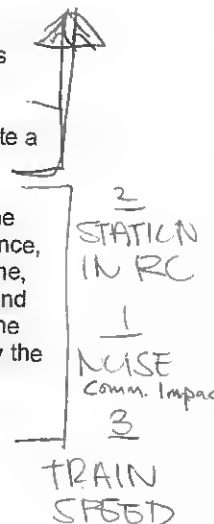
<http://www.eset.com>

This electronic transmission (and any attached document) contains confidential information from DN Capital, and is for the sole use of the individual or entity to whom it is addressed and may be privileged, confidential or exempt from disclosure under law. If you are not the intended recipient of this email, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that any other dissemination, distribution or copying of this transmission is strictly prohibited. If you receive this message in error, please notify DN Capital at info@dncapital.com and destroy the attached message (and all attached documents) immediately. Thank you for your cooperation.

DN Capital Limited is regulated by the Financial Services Authority.

DN Capital: Supporting global leaders in Software and Digital Media

This message has been scanned for viruses by BlackSpider MailControl



Kris Livingston

From: Schneider Stephen A [stephenas@mindspring.com]
Sent: Friday, April 03, 2009 4:20 PM
To: HSR Comments
Cc: Nadler Coaching and Consulting and Consulting Coaching; Southgate Neighborhood Watch
Subject: San Francisco to San Jose HST

Importance: High

Dear HSR Staff and Committee Members,

I am writing to add my input the the many voices that have already weighed in on the issue of the proposed elevated High Speed Rail system through the Peninsula, and in particular through Palo Alto where I live. I would like to go on record as one who does not oppose HSR from SF to LA - but in sensitive areas where the HSR would cut through and drastically alter residential communities it should run underground.

2
UNDERGROUND
LC

I would like to refer you to a book called: **The Power Broker: Robert Moses and the Fall of New York**, by **Robert A. Caro, 1975**. This book is most instructive of what happens to cities, neighborhoods and communities when massive projects are built that cut off one area of a city or community from another - it resulted in tragic unintended consequences. In Robert Moses' day, it was major freeways that cut communities into separated elements; in the present instance it is the proposed plan for the "elevated" HSR. Nonetheless, the same issue is at stake and a similar result will occur in this instance if you go through with your elevated plan. The added cost to tunnel, or cut and cover, in the overall scope of things is small compared to the massive legal and civil protest delays you are going to experience if you try to force a Robert Moses solution on us.

1
EX
COMMUNITY IMPACT
2
ELEVATED
TUNNEL
5
CONSTRUCTION
COSTS

Another good example of what happens to well meaning projects that are forced on communities from folks who do not live in the affected communities, can be see in the Devil's Slide project. A four (4) lane highway project over Montara Mountain on the San Mateo Coast was proposed by California engineers more than 30 years ago to solve the problem of continuing rock slides from Montara mountain onto the road bed and the sinking roadway underneath the current road. That community was quite a lot smaller and less well heeled and less powerfully connected than the communities you are proposing to carve up with your elevated HSR, and yet the project was in limbo for 3 decades until finally the State conceded and agreed to tunnel through Montara mountain - that work is going forward as I write and is scheduled to be completed within another 18 months or so at a massively inflated cost to what it would have cost if the State engineers badn't dug in their heels and turned a deaf ear to the community concerns. And, everyone is happy with the final outcome! Wouldn't you like to be heros rather than viewed as villains? If I was in your shoes, I certainly would - and it is easy for you to be heroes. I voted for the HSR in principal - the actual route was not advertised and unless you were a policy wonk, which I am not, you wouldn't have dug deep into the documents to find that information.

2
TUNNEL
7
PROP 1A

So, I urge you to seriously consider my input:

- 1) the lawsuits have already begun,
- 2) your battle has been fought before with disastrous consequences in terms of costs, delays and lost opportunities,
- 3) I submit to you that it would be cheaper to tunnel or cut and cover in order to put the entire HSR underground when it is traveling through residential communities and other sensitive areas than for you to move forward with an elevated plan,
- 4) If the British can chunnel - and that was a massive undertaking - American engineers can tunnel and figure out how to overcome the myriad issues engineers will likely confront.

2
TUNNEL

You have a choice. The less obtrusive choice, the less damaging choice, the LESS COSTLY CHOICE in time and money and angst on all sides, is to decide now to tunnel. One of our City Councilmen has even come up with a plan that might help partially defray the extra cost. Wouldn't you prefer to work with us and have our support than to fight us?

5
SOURCES of
FUNDING

Thank you for seriously considering my input.

All the Best,

Steve

Stephen A. Schneider
1631 Castilleja Ave
Palo Alto, CA 94306-1003
(650) 323-1634

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:02 PM
To: Kris Livingston
Subject: FW: HSR along Caltrain line SF to San Jose

-----Original Message-----

From: Schreiber, Robert Samuel [mailto:rob.schreiber@hp.com]
Sent: Thursday, January 29, 2009 11:35 AM
To: HSR Comments
Cc: Penny Ellson; k_schreiber_98@yahoo.com
Subject: HSR along Caltrain line SF to San Jose

Dear HSR Comment Reader:

Vilfredo Pareto pointed out that a society is in an optimum situation if no group can be made happier or better off without damaging another group.

Running high speed rail along the Caltrain tracks may have the following impacts on the thousands who live along this corridor:

- noise
- dust
- disrupted traffic due to added frequency of trains at level crossings

In Paris, the TGV runs UNDERGROUND through the suburbs. Atop the route is a "coulee verte" -- a green belt of parks and bike paths. There are no losers there, only winners.

It's not clear who the winners will be in HSR from SF to LA: not me. I essentially never want to travel from SF to LA. I want to travel from Palo Alto to Pasadena, or Manhattan Beach, or Joshua Tree. In each case, a flight on Southwest from San Jose to either Burbank, or LAX, or Palm Springs or Ontario airports will server me far better.

HSR is the wrong place to spend money. For every mile I travel between LA and SF (probably 800 miles per year) I travel 20 miles (16,000 per year) in my car around the Bay Area. Local mass transit that works is a far better way to reduce car travel and improve peoples lives. The right thing for the HSR commission to do is to allow that it can declare itself, after serious consideration and not prejudging the outcome, the wrong thing at the wrong time.

So go ahead, make a plan. Just make sure you put the tracks underground. As they do in civilized places.

By the way, where are you going to put the needed parking garages?

Sincerely,

Robert Schreiber
Palo Alto

#1 noise
#1 Airquality
#1 circulation

#2 compare w/
foreign system.

#7
transparency

#2 parking

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:02 PM
To: Kris Livingston
Subject: FW: HSR along Caltrain line SF to San Jose

-----Original Message-----

From: Schreiber, Robert Samuel [mailto:rob.schreiber@hp.com]
Sent: Thursday, January 29, 2009 11:35 AM
To: HSR Comments
Cc: Penny Ellson; k_schreiber_98@yahoo.com
Subject: HSR along Caltrain line SF to San Jose

Dear HSR Comment Reader:

Vilfredo Pareto pointed out that a society is in an optimum situation if no group can be made happier or better off without damaging another group.

Running high speed rail along the Caltrain tracks may have the following impacts on the thousands who live along this corridor:

- noise
- dust
- disrupted traffic due to added frequency of trains at level crossings

#1 noise
air quality
circulation

In Paris, the TGV runs UNDERGROUND through the suburbs. Atop the route is a "coulee verte" -- a green belt of parks and bike paths. There are no losers there, only winners.

#3 compare w/
foreign system

It's not clear who the winners will be in HSR from SF to LA: not me. I essentially never want to travel from SF to LA. I want to travel from Palo Alto to Pasadena, or Manhattan Beach, or Joshua Tree. In each case, a flight on Southwest from San Jose to either Burbank, or LAX, or Palm Springs or Ontario airports will server me far better.

#3
air travel

HSR is the wrong place to spend money. For every mile I travel between LA and SF (probably 800 miles per year)

I travel 20 miles (16,000 per year) in my car around the Bay Area. Local mass transit that works is

a far better way to reduce car travel and improve peoples lives. The right thing for the HSR commission to do is to allow that it can declare itself, after serious consideration and not prejudging the outcome, the wrong thing at the wrong time.

#11
backroad

So go ahead, make a plan. Just make sure you put the tracks underground. As they do in civilized places.

By the way, where are you going to put the needed parking garages?

#2
underground
parking

Sincerely,

Robert Schreiber
Palo Alto

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:00 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose High Speed Train

From: Kathy Schroeder [mailto:kathyschroeder@gmail.com]
Sent: Thursday, January 29, 2009 8:28 PM
To: HSR Comments
Subject: San Francisco to San Jose High Speed Train

Dear sirs,

I am writing to register a protest against the running of the high speed train line through the densely-populated and often lovely suburban neighborhoods where CalTrain runs. The slow CalTrain trains are bad enough for the schoolkids and pedestrians negotiating the tracks and the cars and bikes running alongside it, but a high-speed train will totally ruin the character of the neighborhood. In Palo Alto, at Charleston Road particularly, the train crosses a major school feeder street. The idea of high speed rail running there terrifies me, and the concept of the increased traffic and noise dismays me.

Please reconsider the route. The CalTrain tracks run right through the heart of many cities on the Peninsula. Please don't send high speed trains there, too.

Thank you,
Scott and Kathy Schroeder
410 Adobe Place
Palo Alto, CA 94306

#1 circulation
community
impacts
public
service
noise
#2 Alt
route

San Jose to San Francisco Scoping comment on a small postcard by Carolyn Schwartz

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
#1 air quality*

Name	Address	Additional Comments on the Card
Carolyn Schwartz	145 Walter Hays, Palo Alto 94303	None

I-SC 388

Dan Gallagher

From: Martha Klein [martha.klein@mlegalconsulting.com]
Sent: Monday, January 26, 2009 1:57 PM
To: HSR Comments
Cc: senator.simitian@sen.ca.gov; peter.drekmeier@cityofpaloalto.org
Subject: No HSR through Palo Alto - PLEASE!

I am writing to express my opposition to the proposal to put High Speed Rail through Palo Alto!!!

We Palo Alto residents love the serenity of our town and its parks. The Southgate neighborhood is used my thousands of bikers and hikers – please don't destroy its beauty!

If the plan goes through, one of the houses that would be demolished is the house of the previous mayor of Palo Alto.

We don't need to spend money on another train system when we have Caltrain. In this era of limited government resources, let's use that money to improve our health and our schools.

#9 oppose
#1 circulation noise
#6 ROW acquisition
#4



Martha Sellers Klein
Senior Consultant | Partner and General Counsel Division
Mlegal Consulting, Inc.
330 Waverley Street #1 | Palo Alto, CA 94301
650.321.5867 office | 650.283.5752 mobile | 650.321.5170 fax
www.mlegalconsulting.com

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from any computer.

Kris Livingston

From: Martha Klein [martha.klein@mlegalconsulting.com]
Sent: Wednesday, March 18, 2009 9:21 AM
To: HSR Comments
Subject: NO on the elevated structure

Dear Sir or Madam:

As a Palo Alto citizen, I would to express my STRONG OPPOSITION to the proposed overland HSR.] #9 opposition

Please consider a tunnel – don't destroy our beautiful community!!!!

] #2 Tunnel



Martha Sellers Klein
Senior Consultant | Partner and General Counsel Division
Mlegal Consulting, Inc.
330 Waverley Street #1 | Palo Alto, CA 94301
650.321.5867 office | 650.283.5752 mobile | 650.321.5170 fax
www.mlegalconsulting.com

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from any computer.



DATE: September 18, 1999

ATTACHMENT A

TO: Ed Gawf, Director of Planning and Community Environment
FROM: Dave Dockter, Managing Arborist, Planning Division

SUBJECT: *The El Palo Alto Redwood Tree - Arborist Report and Appraisal*

PURPOSE: Respectfully prepared for City Council review as Attachment A
of the City Managers Report

ARBORIST REPORT

This report provides historic data information for the Coast Redwood tree known as El Palo Alto. The report has been prepared for the purpose of providing City Council an overview of the tree's size, health, history and value to the community, and to enable an informed decision of designating the tree as City of Palo Alto Heritage Tree #1, in addition to its designation as California Historical Landmark No. 2.

#1 Info

LOCATION OF THE TREE

The tree is located in El Palo Alto Park, at the intersection of El Camino Real, Alma Street, and Palo Alto Avenue, in the City of Palo Alto, Santa Clara County, State of California. The tree is situated on the bank of San Francisquito Creek, adjacent to a Caltrain rail and trestle owned by Southern Pacific/Joint Powers Board jurisdiction and a pedestrian bridge (circa 1988) joining Menlo Park and Palo Alto together.

SPECIES, HABITAT, SIZE AND AGE OF THE TREE

The subject tree, named El Palo Alto, is a *Sequoia sempervirens*, Coast Redwood. Redwoods are native to California and indigenous along the cool central coast, mountains and various riparian areas that offer adequate moisture and favorable drainage and soil composition. The tree trunk is 90-inches in diameter, 110-feet in height and has a crown spread of 40-feet. In 1951, El Palo Alto height was recorded at 134.6-feet. By 1977 the tall top had died back to 126-feet down to its current height of 110-feet. In 1955, George Hood, Palo Alto arborist extraordinaire, had increment borings of the tree rings taken by a forester and determined the tree's age to be 1,015 years. El Palo Alto is now 1,059 years old as seen today.

#1 Bio

HEALTH AND CONDITION OF THE TREE

El Palo Alto is in relatively fair health and condition, and has endured may seasonal drought and flood years spanning the centuries including substantial urban activity encroaching the area during the most recent century. Its location is far downstream on the southern bank of San Francisquito Creek, the only remaining non-channeled creek from the mountains to the S. F. bay estuary. Typically, the favorable conditions for Coast Redwoods (soil profile, drainage and texture) erode quickly nearer to the bay where heavy silt mud prevails. However, observation indicates that the tree is:

- ❖ well-rooted with little chance of toppling over
- ❖ supporting fair annual shoot growth over each of the last 5 years (an average of six-inches)
- ❖ exhibits a fuller canopy than 50 years ago
- ❖ producing wound-wood callus and sprouts in several areas
- ❖ indicates that the trunk continues to expand

HISTORICAL SIGNIFICANCE

Significant and commonly accepted historical event highlights surrounding the El Palo Alto Redwood are as follows:

- ❖ The Coast Redwood attributed to be *El Palo Alto* by the Spaniards means 'the tall stick' and is anchored on the banks of San Francisquito Creek, 'Little Saint Francis'.
- ❖ November 6-11, 1769 while searching for Monterey Bay, Spanish explorer General Portola and expedition camped under the giant redwood. Frequented by the local Costanoan/Ohlonc Indians, the land near El Palo Alto was selected as the area's first mission site by the Franciscan Colonel De Anza in 1775, but was later moved to Mission Santa Clara.
- ❖ In 1769, El Palo Alto was twin-trunked. Traditional history states that in January of 1886 the left trunk fell after 24-inches of rain fell within three months, leaving only one spar left to stand. However, several historians and arborists indicate this as theory rather than fact, citing that El Palo Alto's missing trunk had mysteriously vanished during the time when Southern Pacific Railroad's (new) trestle bridge was erected near the tree's base, and that the event may not necessarily have been an 'act of God' as traditional history reports.
- ❖ At the time of the 1776 signing of our national constitution, the El Palo Alto redwood was 836 years old.
- ❖ In 1850, El Palo Alto was used as a sighting tree by surveyors plotting out a highway called San Francisco-San Jose Road, now called El Camino Real. In 1861, groundbreaking for the Pacific Railway trestle undoubtedly impacted the tree.
- ❖ After Leland Stanford University was founded, the El Palo Alto Redwood was the rallying point for a yearly class contest to see who could place the class flag at the top of the tree. The last student to climb the tree on the eve of Admission Day, 1909 became marooned in the crown after dark, and needed to be rescued by fellow students.
- ❖ In 1926, a bronze plaque was mounted on a boulder (furnished by Southern Pacific Railroad) by the Native Sons of the Golden West. The plaque shows that El Palo Alto was once a twin-trunked tree as reported by early California explorers and inhabitants.
- ❖ In 1937, the State of California adopted the Coast Redwood species as the state tree, and in 1968 memorialized El Palo Alto as a California Historical Landmark No. 2.
- ❖ In June of 1971, El Palo Alto Park was added to the City's Parks Dedication list.
- ❖ In 1987, the El Palo Alto redwood was recognized by the National Arborist Association and International Society of Arboriculture for its historical significance as "A campsite for the Portola Expedition Party of 1769".
- ❖ Santa Clara County names El Palo Alto a Point of Historical Interest.

#1 'Cultural'

MAINTENANCE OF THE TREE -- PAST, PRESENT AND FUTURE

El Palo Alto has been the recipient of significant care over the former and present century including:

- ❖ In 1776, the tree was measured at 135.7-feet with a circumference of 15.1-feet. In 1814, measurement found a height of 162.2 feet. It was reported that when the twin trunk fell in 1886, a dendrology ring-count indicated an age of 960 years.
- ❖ After the fall of the twin trunk, Senator Stanford had a wooden bulkhead erected to protect the remaining trunk.
- ❖ From 1925-1935, George Hood's father watered El Palo Alto two days a week, pouring buckets of water into three vertical terra cotta pipes. From 1935-1955, paths near the tree were changed, obscuring the watering pipes and the tree declined. Since 1968, El Palo Alto's condition (vigor, structural integrity and soil stability) has been evaluated by tree care professional S.P. McClenahan Company, initiated by the supervision of University of California Forester Woody Metcalf, who watched over the tree for 40 years. The tree is currently under the supervision of the qualified arboricultural staff, Dave Sandage and Dave Dockter of the City of Palo Alto.
- ❖ In 1968 the treetop was treated for termites, and in 1971 aerial inspection noted no termites and in fair health.
- ❖ A summer of 1973 inspection noted serious decline of the western portion of the treetop and termite treatment again initiated.
- ❖ In 1997, Doug Hamilton, University of California Cooperative Extension Farm Advisor and Forester inspected El Palo Alto redwood.
- ❖ A 1977 inspection noted improvement. Five feet of the dead top was removed. A sprinkler system at the top was modified to provide conditions similar to optimum foggy coastline conditions.
- ❖ 1982 to 1984 foliage growth increased. However, the weathered western side continued to deteriorate and hollow soundings were recorded within the larger limb structure.
- ❖ In 1985, the upper portion of the tree canopy was sparse and declining. The condition was determined to be from atrophy of the roots from the increasing foot traffic, landscape activity and compaction. Four inches of mulching was prescribed. In addition, a small dead portion of the top was removed.
- ❖ In 1987, fertility treatments commenced (soil loosening/vertical mulching in spring and deep root injections in summer).
- ❖ 1988-present, routine inspections and as-needed pruning by the City of Palo Alto occur annually. To improve health and vigor, fertility treatments prescribed include a bio-stimulant designed to increase absorbing root surface area.
- ❖ 1998 El Nino winter flooding of San Francisquito Creek and bank erosion did not alter the stability of the El Palo Alto redwood.
- ❖ As guardians and stewards of the El Palo Alto Redwood, a significant natural and historical resource, the future maintenance by the City of Palo Alto will include any and all arboricultural methods that are deemed appropriate by City arborists and consultants.

#1 Bio
Cultural

APPRAISAL

National, state, municipal and real estate agencies recognize that plants have value beyond their intrinsic or aesthetic contribution to a landscape, and that a monetary value can be assessed. The following horticultural appraisal, using the current Guide for Plant Appraisal authored by the Council of Tree and Landscape Appraisers and published by the International Society of Arboriculture, includes consideration of the tree species, size, condition and location factors which can influence the value of a tree. The appraised value of the Coast Redwood known as El Palo Alto is estimated to be a modest \$55,600.00, using the current methodology established by the *Guide for Plant Appraisal* published by the Council of Tree and Landscape Appraisers. However, this value does not fully incorporate or consider significant cultural and historic importance. **Therefore, because of the tree's cultural history, intrinsic majestic presence and value to the communities of Palo Alto, Menlo Park and their surrounding environs, the El Palo Alto redwood is considered to be an invaluable and priceless natural resource--and irreplaceable at any cost in the event of loss.**

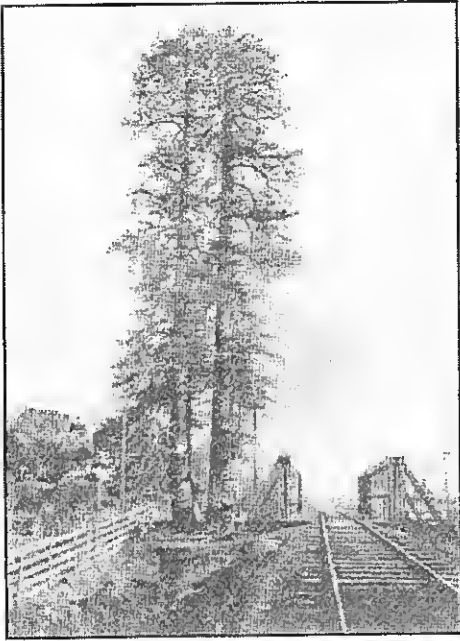
5 Cost

Notwithstanding a catastrophic event that would take the tree, it is expected that the El Palo Alto Redwood will persevere and grow for centuries to come, and will continue to be the most important living natural resource in Santa Clara County and one of the top destination Historic Landmarks in the golden State of California.

#1 Bio
Cultural
#11 Conclusion

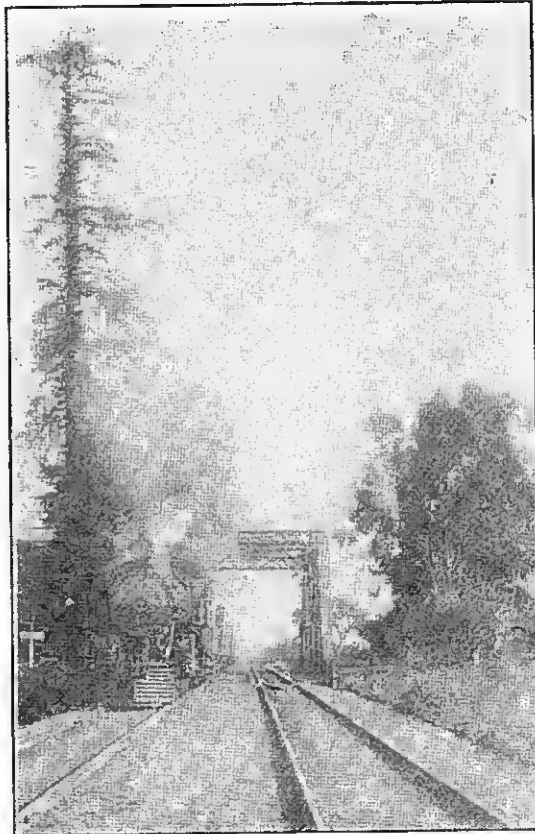
RESOURCES

City of Palo Alto records
Palo Alto Historical Society
George Hood 1977 memorandum
Trees of Palo Alto, 1976 Publication
The Tall Tree, 1940 Publication, Ellnor V. Cogswell
Jim Johnson, Personal communication
City Council 1988 Staff Report, George Bagdon, Director of Public Works
Dave Sandage, City of Palo Alto, Public Works Managing Arborist
Wayne Fluss, City of Palo Alto Arborist
Dave Dockter, City of Palo Alto, Managing Arborist in Planning

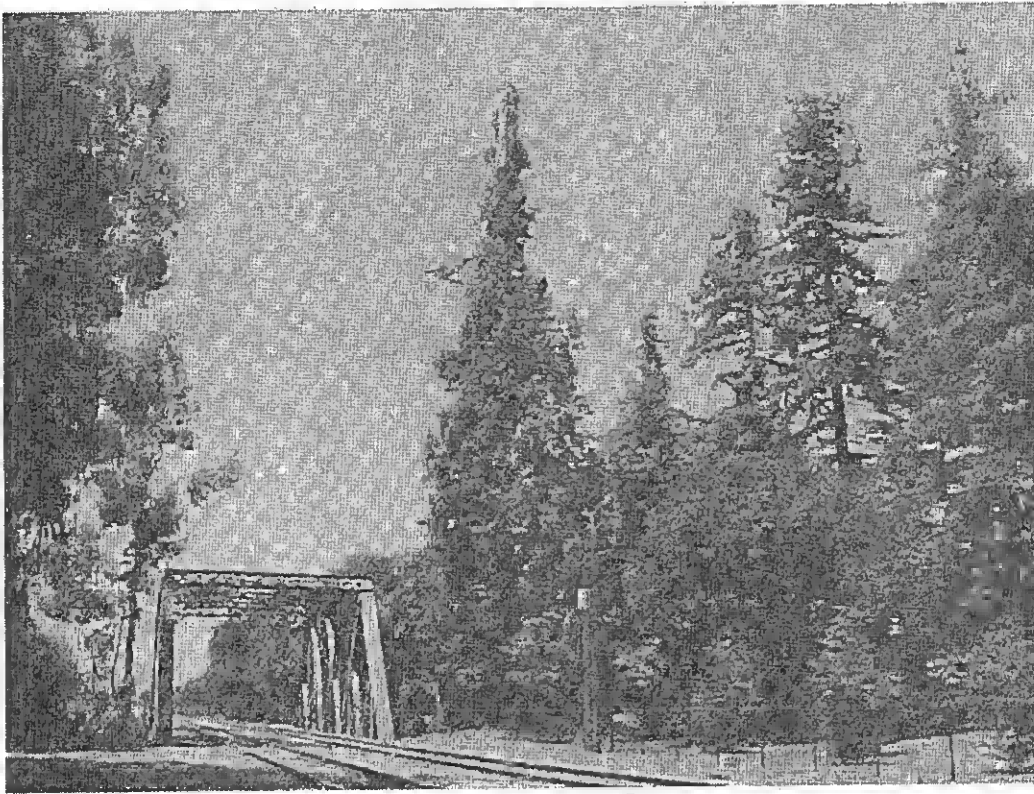


EL PALO ALTO
As it stood 100 years ago
Circa 1880's

Circa 1951
One trunk is missing, a new iron trestle bridge was built and damaging coal soot and smoke conditions subjected El Palo Alto to decline for decades.



#1 B. & O.
Cultural



EL PALO ALTO
As it stands today

For centuries, the coast redwood tree has functioned as the primary sentinel and gateway to this region. The oldest living California Historical Landmark No.2 has been central to the City of Palo Alto since its incorporation in 1894 and Stanford University for over a century. In 1955, an increment boring of the tree rings was taken and the tree's age was accurately determined to be 1,015 years, and in 2004 was 1,064 years old. The tree stands anchored to the San Francisquito Creek bank with a trunk size of over eight feet in diameter. In 1951 its height was 134.6-feet, in 1977 its height was reduced to 126-feet to remove the dead top, and again in 1999 where it still stands at nearly 110-feet in height.

From 1865-1955, the tree was in serious decline with alarmingly sparse branching and foliage. Implicating factors of decline were (1) the foliage was coated with coal-burning train soot which passed beneath the tree's canopy on a daily basis and, (2) the increasing reduction of the aquifer (available water table) from wells in the thriving orchards of the 'blossom valley', including the 1912 Tower Well only two blocks away. It is surmised that by 1955, the disappearing orchards and county water district program to cap wells helped to recharge the aquifer in the region back to a level that the El Palo Alto redwood had historically grown accustomed. In spite of an eroding top, aerial termites and an associated decay column on the west side of the top (left side), the tree today has a much greater volume of foliage and biomass and is healthier today than nearly a century ago.

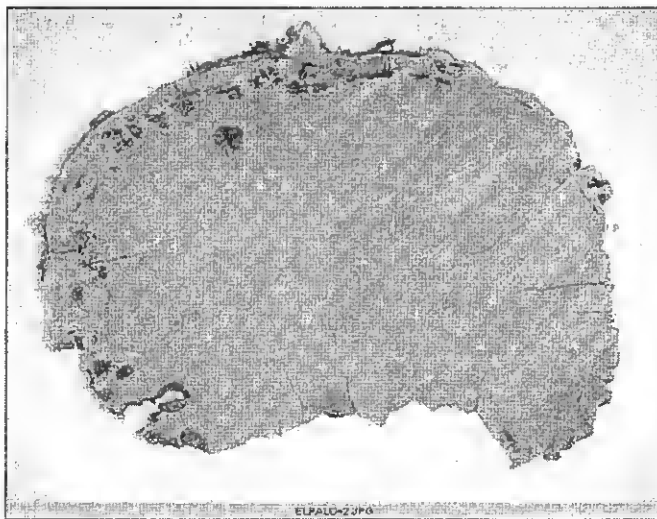
Excepting a catastrophic disaster, the life expectancy and prognosis for the El Palo Alto redwood is that it will continue to overlook the region for at least 300 more years.

#1 Bio
Cultural



El Palo Alto—Circa 2001
Towers above the railroad trestle in the center of this image

El Palo Alto
Circa: 1998



Top cut off El Palo Alto at the 110-foot height. Cursory dendrology count was 157 rings. Termites and decay are evident around the perimeter.

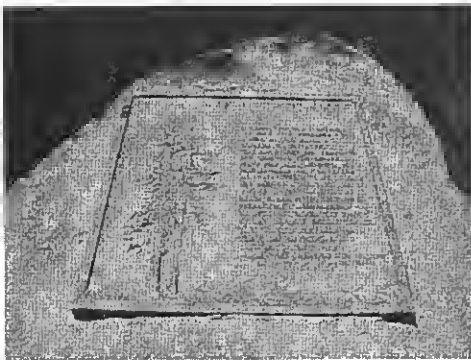
#1 Bio
Cultural



ON SOLID GROUND

For centuries, the tree roots have established themselves firmly into the soil and deflected creek bank erosion where it otherwise would be washed away. The massive tree used to have a second spar located on the left side of this trunk. Wound-wood has callused over other smaller sections and sprouts are now growing in the area.

#1 Bio



In 1926 the Native Sons of the Golden West mounted a plaque on a boulder at the base of the tree, showing that El Palo Alto was once a twin-trunked tree as reported by the early California explorers and inhabitants.



In 1987, the National Arborist Association recognized the tree with the International Society of Arboriculture for its historical significance as noted by General Portola's 1786 expedition search for California Monterey. At the time of the 1776 signing of our national constitution, El Palo Alto was 836 years old.

#1 Cultural



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): Zhen Shao City: Palo Alto State: CA Zip: 94306

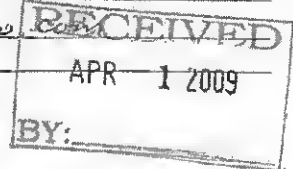
Title (if applicable): _____ Phone: 650-321-1352 Fax: _____

Organization/Business (if applicable): _____ E-mail: ZShao100@yahoo.com

Address 1588 Castilleja Ave. Palo Alto, CA 94306

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.



#1
Poor
outreach

#7
Poor
Public
outreach

1. your staff told me that you had "programmatic EIR" done in 2008. I'd like to know: 1). what level did you go for your public outreach state level? city level? residential community level? I live near the Caltrain corridor and never heard about this project's EIR commenting process!!! 2). You said that in your programmatic EIR, you compared 3 routes - I280, HWY 101 and the Caltrain corridor, and found that the Caltrain corridor was the cheapest. I wonder if you ever did engineering cost estimates?! How exactly did you come up this conclusion?! what studies have you done to help you come up this conclusion? ...

#5
Cost

#2
Alignment
Alternatives

2. When you increase the frequency of the trains in our neighborhood, ~~have~~ the noise, safety (near schools), graffiti, ... obviously will lower the quality of life for the people living near the track. How are you going to mitigate this environmental impact? Any measures?

#1
noise
safety
Public
Service
(schools)
Aesthetics
Cost
social

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-5C 391

Kris Livingston

From: Peter Shambora [petershambora@earthlink.net]
Sent: Thursday, March 12, 2009 5:33 PM
To: HSR Comments
Cc: 'Jim McFall'
Subject: HSR---Palo Alto/Peninsula

The following are reasons to stop the HSR in San Jose:

1. Historical areas of the peninsula will be destroyed.
2. The culture off "close knit" communities will be lost.
3. The beauty of the geography will be dramatically destroyed forever.
4. The proposed HSR route will be an ugly scar on the terrain.
5. Noise! I have both been a rider and have been close by HSR trains in other countries.
6. You do transfer from HSR trains in other countries to get to a key destination.
7. There is already an acceptable mode of rail transportation from San Jose to San Francisco.
8. Much less expensive to improve the current CalTrain. Use the allocated HSR funds elsewhere. *upgrade ex rail*
9. I and others seriously challenge the over stated ridership projections.
10. Citizens were very much mis-lead by the HSR authority. This process was a total manipulation of the proposal. I suggest the majority of people on the peninsula and perhaps elsewhere would not have voted for the proposition if all the facts and content of the proposal had been stated.
11. There is absolutely "zero" trust with the current HSR authority and the current members should be replaced.
12. While the proposed project may create some jobs, the ratio of jobs to \$ is overstated.
13. Stopping the HSR in San Jose is a perfectly acceptable solution to this issue and would probably be supported by a majority of people on the peninsula.
14. Implementation of an elevated rail structure is completely unacceptable and will be challenged as far as is legally possible including the possible recall of the vote.
15. The peninsula is not Japan or Europe and examples of those systems are totally irrelevant. Their culture, expected living conditions and tolerance to noise, crowds and property value are much different. *#1 noise #6 prop values*
16. The HSR authority needs to propose an "acceptable" solution which the people will support and with all the variables, conditions and facts made clear. *#7 community acceptance*
17. We will fight this current proposal and either defeat it or cause extended delay which will make the completion impossible.

Peter Shambora
Palo Alto Resident

Terminate
] #2 Stop in San Jose
] #1 Cultural
] #1 Community separation
] #1 Aesthetics
] #1 Aesthetics
] #1 Noise
] #3 Transfer
] #3 Caltrain transfer
] #3 Improve Caltrain
] #2 Ridership
] #7 Prop 1A
] #7 Transparency
] #5 Cost/Benefit
] #2 Terminate in San Jose
] #2 Elevated
] #9 Opposition
] #2 Complaint to HSR systems
] #7 Transparency
] #9 Opposition

Kris Livingston

From: David Shayer [david@sentience.com]
Sent: Sunday, March 29, 2009 8:47 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear Sirs:

I support High Speed Rail from San Francisco to LA, but as a Palo Alto resident I'm concerned about the CalTrain corridor from San Jose to San Francisco. I understand the current CalTrain tracks would be expanded and elevated, which would be both unsightly and noisy. I've read proposals for tunneling the tracks instead. Although tunneling costs more, it's much friendlier to those of us who live near the tracks. Please consider tunneling rather than elevating the tracks.

#8 Support
#2 Grade separation
underground
track

Sincerely,
David Shayer

Kris Livingston

From: Info @ HSR
Sent: Monday, April 06, 2009 9:00 AM
To: HSR Comments
Subject: FW: CHSR Contact

From: info@hsr.ca.gov [mailto:info@hsr.ca.gov]
Sent: Mon 4/6/2009 1:00 AM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Jayna Sbeats
Company:
Phone:
Email: sbeats@lostarrowc.com
Website:
Comment:

I would like to urge in the strongest possible way that the high speed rail route be below grade in the suburban area from San Jose to San Francisco. In my business travel I have often used the high speed rail systems of Japan, Germany and France. In all cases the rails are elevated only in highly built-up areas (e.g. Tokyo with 10-20 story buildings); in areas where buildings are 1-3 stories, the rails are either underground or sunken (but exposed to the sky). There is no reason to do otherwise on the Peninsula. Many arguments have been put forth that the tunneling option saves money because of less disruption to roads and other offsetting factors; the commercial use of the surface right of way (or its use for local transportation, for example by streetcars or "podcars" as are being used today in Cornell, NY) adds yet another factor. But even if these advantages were not there, the cost of putting tracks underground to avoid disruption of existing communities is a sine qua non for the train system. If we can afford to bomb Iraq into the stone age and pay hundreds of millions of dollars in bonuses to people who have ruined their companies, we can afford to put this railway underground (or at least sunken everywhere and underground in some places). You need to get in touch with the people in other countries who know how to do these things. Further, you need to acknowledge that this is simply an imperative of the system (which we desperately need). You are not going to skimp on safety systems to prevent train-auto collisions (or train-train collisions), and you should not skimp on building it with due regard for the places it traverses. Sincerely, Jayna Sheats Palo Alto, CA 94301

#2 under ground
#2 foreign system

#2 tunnel

#2 foreign system

#1 safety & security

Kris Livingston

From: Jayna Sheats [sheats@lostarrowc.com]
Sent: Sunday, April 05, 2009 7:37 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I would like to urge in the strongest possible way that the high speed rail route be below grade in the suburban area from San Jose to San Francisco.

#2
underground

In my business travel I have often used the high speed-rail systems of Japan, Germany and France. In all cases the rails are elevated only in highly built-up areas (e.g. Tokyo with 10-20 story buildings); in areas where buildings are 1-3 stories, the rails are either underground or sunken (but exposed to the sky).

#2 foreign
system

There is no reason to do otherwise on the Peninsula. Many arguments have been put forth that the tunneling option saves money because of less disruption to roads and other offsetting factors; the commercial use of the surface right of way (or its use for local transportation, for example by streetcars or "podcars" as are being used today in Cornell, NY) adds yet another factor. But even if these advantages were not there, the cost of putting tracks underground to avoid disruption of existing communities is a *sine qua non* for the train system. If we can afford to bomb Iraq into the stone age and pay hundreds of millions of dollars in bonuses to people who have ruined their companies, we can afford to put this railway underground (or at least sunken everywhere and underground in some places).

#2
underground

You need to get in touch with the people in other countries who know how to do these things. Further, you need to acknowledge that this is simply an imperative of the system (which we desperately need). You are not going to skimp on safety systems to prevent train-auto collisions (or train-train collisions), and you should not skimp on building it with due regard for the places it traverses.

#2 foreign
system
#1 safety (op)
#1 conclusion
#2 underground

Sincerely,

Jayna Sheats
Palo Alto, CA 94301
650-255-3098

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:50 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST: Palo Alto nearby homes concern

From: Flash Sheridan [mailto:flash@pobox.com]
Sent: Sunday, February 22, 2009 2:03 PM
To: HSR Comments
Subject: San Francisco to San Jose HST: Palo Alto nearby homes concern

I'm writing to express my concern about the apparently unnecessary extent of the destruction planned near the train's route in Palo Alto.

Kenneth J. Sheridan
101 Alma St #704
Palo Alto, California 94301-1008
flash@pobox.com

#2
#2
Palo Alto
Palo Alto
#2
Community
Impacts



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

BY: _____

Name (please print): STEVE SHERMAN, P.E.

City: MOUNTAIN VIEW State: CA Zip: 94043

Title (if applicable): _____

Phone: 650-461-4300 Fax: NONE

Organization/Business (if applicable): ASCE - SF SECTION

E-mail: SSHERMAN@RUTHANDGONG.COM

Address: 403 LOTUS LAKE

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

NOW THAT MOUNTAIN HAS ASKED FOR A STATION TO BE STUDIED, AND MANY IN PALO ALTO SEEM TO BE SUFFERING "BUYER'S REMORSE" OVER THEIR CITY'S ENDORSEMENT, PLEASE CONSIDER THE FOLLOWING:

#1

BETWEEN STEVENS CREEK AND CASTRO ST. IN MOUNTAIN VIEW THE ENTIRE BLOCK SOUTH OF PLCTPB RIGHT OF WAY COULD BE A STATION SITE. TWO TECH BUILDINGS COULD BE ACQUIRED AND REMODELED FOR THE HSR STATION. THEIR PARKING LOTS AND THE CURRENT CALTRAIN LOT COULD BE STAGE CONSTRUCTED INTO A MULTI-STORY PARKING GARAGE. THE CURRENTLY UNUSED "HISTORIC" STATION BLDG COULD BE OPENED TO PROVIDE TRANSIT RIDER AMENITIES FOR VTA & CALTRAIN RIDERS SO THAT COMMUTERS WOULD NOT JAIL THE HSR STATION.

#2 Station

#2 Station

#2 Parking garage

#1 Hy resources
#2 station

#2 Station

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 397

Stephen Sherman & Rebecca Wright
403 Lotus Lane
Mountain View, CA 94043-4509

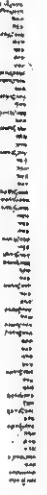
SAN FRANCISCO, CALIF.

03 APR 2009 PM 5 T



MR. DAN LEAVITT, DEPUTY DIRECTOR
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
925 L STREET, SUITE 1425
SACRAMENTO, CA 95814

95814-0304



Kris Livingston

From: Famaz Badiei [fbadie@yahoo.com]
Sent: Sunday, April 05, 2009 2:29 PM
To: HSR Comments
Subject: high speed rail

I supported high speed rail by voting for the bond measure in November 2008. I still support HST but have grave concerns about the route through long-established and cherished peninsula communities.

#8 support
#2 route alternatives

I live in downtown Palo Alto approximately 8 blocks from the University CalTrain Station, even from this distance I hear the train whistles and, in the late evenings, the heavy freight trains running full speed through the crossings.

#11 background
#1 noise

I am very concerned about the potential impacts of HST through my city. Above ground HST will add noise, and elevated tracks will divide neighborhoods.

#1 noise
#1 ET
community separation

Let's build HST with consideration for the local communities.

#1 community impacts

I support consideration of HST through established communities via tunneling. If that option is not available, I support a transfer to CalTrain or other public transit to the peninsula and San Francisco

#2 tunnel terminate in SJ

Famaz Shippee.

Kris Livingston

From: Stefanos Sidiropoulos [stefanos_s@yahoo.com]
Sent: Sunday, April 05, 2009 12:49 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

On November 4, 2008, California voters passed Proposition 1A, approving the construction of a High Speed Rail system linking Southern California, the Sacramento San Joaquin Valley, and the San Francisco Bay Area.

Three scoping meetings were held by the High Speed Rail Authority in late January 2009 to solicit public feedback for the San Francisco to San Jose segment of the rail system, which is currently envisioned along the existing CalTrain right of way.

The new High Speed Rail (HSR) requires the expansion of the right-of-way to accommodate two additional tracks, and grade separation at all the current grade level crossings. Many homes abut the current CalTrain corridor, which in some areas is not currently wide enough to accommodate the addition of two tracks. Many of the current grade level crossings occur in residential neighborhoods. The Authority has not articulated how decisions, such as how to achieve grade separation, will be made and what, if any, influence the communities immediately impacted by the construction and operation the High Speed Trains will have on the decision making process.

It is imperative that such an important project be handled with the greatest accountability and transparency, so that the impact to the community will be minimized, and alternative proposals (such as tunnelling or trenching) will be fully considered.

Thank you for your attention,

-- Stefanos Sidiropoulos
2550 Emerson Street
Palo Alto, CA 94301

#11 background

#7 process update

#7 transparency
#1 community impacts

#1 Alternatives
#2 tunnel/trench

Kris Livingston

From: info@hsr.ca.gov
Sent: Monday, March 30, 2009 1:20 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Carolyn Siegel
Company:
Phone: 650-694-1476
Email: casiegel@pacbell.net
Website:

Duplicate

Comment:

Dear Mr. Dan Leavitt, I am writing to you as a concerned citizen in Mountain View. My home will be directly impacted by the noise of the proposed High Speed Rail plan on the San Francisco Peninsula. I respectfully request you study the possibility of placing the proposed tracks in a trench of 15 feet deep with sound walls, or in an underground tunnel. In both cases, many if not most of the long-term environmental impact might be mitigated, road crossings made both cheaper and more attractive, and easier to maintain. In Europe, trenching with sound walls has proven to be a very cost-effective way to mitigate the impact on communities while still providing expanded railway services. Even though the new trains are expected to be quieter than existing ones, they will also run more frequently. If run on elevated tracks, as currently proposed, much of the benefit of quieter trains may be offset by a more direct line between the source of the noise and local residents. I respectfully request that you provide accurate measurements of noise levels for the elevated, trench with sound wall, and tunnel scenarios to accurately determine impact on local residents. Please let me know if you will consider trenching with sound walls, or tunneling, and if not, why not. My contact information is below. Sincerely, Carolyn Siegel 241 Diablo Avenue Mountain View, CA 94043 casiegel@pacbell.net

Kris Livingston

From: info@hsr.ca.gov
Sent: Monday, March 30, 2009 1:30 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

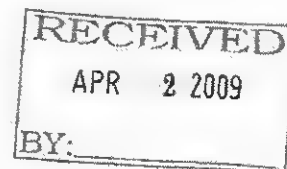
Contact Name: Carolyn Siegel
Company:
Phone: 650-694-1476
Email: casiegel@pacbell.net
Website:
Comment:

Dear Mr. Leavitt, I am a concerned resident of Mountain View who would be impacted by the noise of an elevated high speed rail system. I respectfully request you study the possibility of placing the proposed tracks in a trench of 15 feet deep with sound walls, or in an underground tunnel. In both cases, many if not most of the long-term environmental impact might be mitigated, road crossings made both cheaper and more attractive, and easier to maintain. In Europe, trenching with sound walls has proven to be a very cost-effective way to mitigate the impact on communities while still providing expanded railway services. Even though the new trains are expected to be quieter than existing ones, they will also run more frequently. If run on elevated tracks, as currently proposed, much of the benefit of quieter trains may be offset by a more direct line between the source of the noise and local residents. I respectfully request that you provide accurate measurements of noise levels for the elevated, trench with sound wall, and tunnel scenarios to accurately determine impact on local residents.

#1 Noise
#2 Elevated
Trench
Tunnel
#2 grade crossings
#2 Trenching
#1 Noise
~~#2 Elevated~~
~~Trench~~
~~Tunnel~~
#7 Info Request

March 30, 2009

Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814



Dear Mr. Dan Leavitt,

I am writing to you as a concerned citizen in Mountain View. My home will be directly impacted by the noise of the proposed High Speed Rail plan on the San Francisco Peninsula.

1
NOISE

I respectfully request you study the possibility of placing the proposed tracks in a trench of 15 feet deep with sound walls, or in an underground tunnel. In both cases, many if not most of the long-term environmental impact might be mitigated, road crossings made both cheaper and more attractive, and easier to maintain. In Europe, trenching with sound walls has proven to be a very cost-effective way to mitigate the impact on communities while still providing expanded railway services.

2
UNDERGROUND
TRENCHING
1
NOISE

Even though the new trains are expected to be quieter than existing ones, they will also run more frequently. If run on elevated tracks, as currently proposed, much of the benefit of quieter trains may be offset by a more direct line between the source of the noise and local residents.

1
NOISE

I respectfully request that you provide accurate measurements of noise levels for the elevated, trench with sound wall, and tunnel scenarios to accurately determine impact on local residents.

1
NOISE

Please let me know if you will consider trenching with sound walls, or tunneling, and if not, why not.

2
• UNDERGROUND
• TRENCHING
• ELEVATED
TRACK

Sincerely,

Carolyn Siegel
241 Diablo Avenue
Mountain View, Ca 940403
casiegel@pacbell.net

I-SC 40.2

Kris Livingston

From: Barbara Silvester [bsilvest@apr.com]
Sent: Wednesday, April 01, 2009 1:55 PM
To: HSR Comments
Subject: Re: HSR

I have heard that there are some upcoming meetings on the proposed HSR. If I have one comment to make about this and that is. **Please do it right the first time, not the most cost effective or quickest. What will this look like 50 years from now is one of the most important questions.** We didn't extend BART on the peninsula because of out cries from local residents (which I do sympathize with) although it was a giant mistake and we are paying for it with traffic congestion. . Just let's get it right on this one.

Barbara Silvester
2401 Golf Links Circle,
Santa Clara, Ca. 95050

~~#9~~ #5 Cost
#1 Community impact
#1 Traffic

San Jose to San Francisco Scoping comment on a small postcard by Corinne Simonim

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public
svc

#6 prop value

#1 bio

#1 aesthetics
air quality

Name	Address	Additional Comments on the Card
Corinne Simonim	179 El Dorado Ave, Palo Alto 94306	None



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

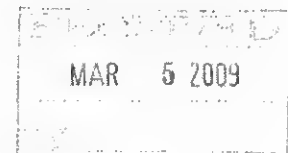
Name (please print): Phil & Betty Sincerbox City: PALO ALTO State: CA Zip: 94306
Title (if applicable): Home owner Phone: 650 493 9327 Fax: _____
Organization/Business (if applicable): _____ E-mail: Misty650@sbcglobal.net
Address: 4047 PARK Blvd PALO ALTO, CA 94306

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please comment clearly.

My parents bought this house new over 55 years ago. It is now my home, and I want to make sure it will be my daughters when my husband & I are gone! It's ^{bad} enough putting up with the noise & lights going through your bedroom windows all hours of the night when they do work on the tracks that are there now... think of what it would mean putting in another track we will never get any sleep & we have a 10 year old that needs her sleep to do well in school. I also have heard you would be removing 4 homes on PARK Blvd, now you also want to displace families exp in this time when money & jobs are so hard to find, it's not fair!

#11
#1 noise aesthetic
#6 eminent domain

Thank you,
Elizabeth (Betty) Sincerbox



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SL 405

San Jose to San Francisco Scoping comment on a small postcard by P(illegible) Sipple

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics air quality*

Name	Address	Additional Comments on the Card
P(illegible) Sipple	3903 Grove Ave, Palo Alto 94303	None

I-SC 406

Dan Gallagher

From: Malcolm Stanley [malcolm@staney.org]
Sent: Thursday, January 22, 2009 7:45 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I am sure that I am not the first to note that the HST will come with a high cost to communities along the peninsula.

#5
costs.

I think the HST is a great idea, and I welcome the chance to take the train to LA.

But I also do not want to see the increased noise and concrete going through our neighborhoods. The CalTrain right of way is narrow as it is. Houses are close to the railroad tracks.

#1 noise.
aesthetics
#2 Row width.

I hope the cost to Palo Alto is NOT a large concrete structure through the center of our town. I hope the designers can find a way to put the whole mess underground. I realize that the construction costs will be higher and more involved, but it would do much to preserve our quality of life.

#2
underground.

- Malcolm

Kris Livingston

From: joysleizer@sbcglobal.net
Sent: Saturday, April 04, 2009 5:18 PM
To: HSR Comments
Subject: HSR in Palo Alto

People,

I am a senior citizen who has lived just south of Park Blvd since 1966. I am counting on the value of this house plus an office building that I own on Park Blvd near CA Ave in Palo Alto to support me in my later years. I am very concerned that the EIR of this project is not looking at the right things. For instance, the value of property in Palo Alto is going to be a lot higher than some CA average.

#6
property
values

While I'm not necessarily opposed to HSR, I do not think elevated tracks in our town can be tolerated. We have more to lose than gain. Tunneling would be the better option if we have to go thru the Peninsula. Some years down the road, we would be thanked, I'm sure if we could have bike paths & parks on the top.

#2 tunnel
#1 traffic
circulation

I'm disappointed that Altamont Pass was not considered a viable route. I'm surprised that the 1st leg is from SF to San Jose instead of from San Jose south. Who is going to profit from this? Who is the ridership?

#2 Alternate
route
#2 calc. of
ridership

I do hope that the EIR will take into consideration the PA property values. I'm sure I'm not the only senior citizen who has a lot to lose if we go thru with the HSR on elevated tracks.

#2 const
phasing
#6
property
value

Thank you.

Best regards,
Joy Sleizer
255 Edlee Ave
Palo Alto, CA 94306

Kris Livingston

From: Phil Small [philsmall123@comcast.net]
Sent: Saturday, April 04, 2009 5:25 PM
To: HSR Comments
Subject: re HSR

Why should Palo Alto residents have to live with a monolithic monster of a 20ft wall shoved down their throats and bear the possibility of having neighborhoods destroyed and property values decimated in such a manner that a neighborhood of owner occupied homes will become rental property.?

#1 Community
impacts
#6 property
values
#1 aesthetics

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:01 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Patrick Smith [mailto:psmith114@gmail.com]
Sent: Thursday, January 29, 2009 1:58 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Too Whom It May Concern:

I'm writing to ask for for information about the plans for the High Speed Train from SF to SJ. In particular, I was curious to know about the plans for the rails through downtown Mountain View. Are there plans to expand beyond the current 2 rail system used by CalTrain? Where can I learn more information about the plans for my particular area? Thanks for your assistance.

Best Regards,

Patrick

#7
info
request
#2 track
width

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:50 PM
To: Kris Livingston
Subject: FW: High speed rail

From: Sohoni [mailto:venkat_sohoni@yahoo.com]
Sent: Monday, February 23, 2009 3:09 PM
To: HSR Comments; info@citiopaloalto.org
Subject: High speed rail

I have a comment that pertains **both to high speed rail and to amtrak rail.**

I live in Palo Alto (CA 94306) and find the practice of blowing horns by the amtrak train very disturbing, especially as they follow this practice through the night and early morning hours as well. Earlier when I lived in Atherton, I vaguely recall that they voted to ban the honks on the train engines. Is that true, and if so how can I ensure Palo Alto follows that practice?

Train arrival is preceded in any case by the closure of gates and the ringing of a bell. Isn't that enough to warn everyone of the train's impending arrival?

Please do respond to my query and advice me on who best, if not you, can address my concern.

Thanking you,
Neera Sohoni

#1
noise

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:53 PM
To: Kris Livingston
Subject: FW: SJ to SF Alternative - Collaborate with Caltrain

-----Original Message-----

From: Martin Sommer [mailto:martin@sommer.net]
Sent: Wednesday, February 18, 2009 1:02 PM
To: HSR Comments
Subject: SJ to SF Alternative - Collaborate with Caltrain

Dear California High-Speed Rail Authority,

As an alternative to "competing" with Caltrain, and having 4 parallel train tracks from San Jose to San Francisco, please "collaborate" with Caltrain to:

- 1) Stop HSR at San Jose] #2 STATION STOP
- 2) Electrify and upgrade Caltrain] #4 ALT GETH
- 3) Allow Caltrain and BART to carry all HSR passengers to/from San Jose, San Francisco, SFO, SJC, and OAK
- 4) Use only the 2 existing tracks from San Jose to San Francisco

San Jose would become the distribution point for all bay area HSR passengers. This is intelligent, cost effective, and less intrusive to our communities.

Thank you,
Martin Sommer

Palo Alto home owner, frequent rider of Caltrain and BART, frequent flier from SFO an SJC, and Supporter of California High-Speed Rail.

--
Martin Sommer
650-346-5307
martin@sommer.net
<http://www.linkedin.com/in/martinsommer>

"Turn technical vision into reality."

Number of Tracks

#3
WORK
w/
CALTRAIN

#3 Multi-
modal
Service



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): MARTIN SOMMER City: PALO ALTO State: CA Zip: 94301
Title (if applicable): (HOME OWNER) Phone: 650-346-5307 Fax: ---
Organization/Business (if applicable): --- E-mail: martin@sommer.net
Address: 427 ALMA ST., #408, PALO ALTO, CA 94301

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

DEAR CHRA,

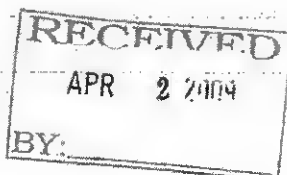
AS AN ALTERNATIVE TO "COMPETING" WITH CALTRAIN, AND HAVING 4
TRAIN TRACKS FROM SAN JOSE TO SAN FRANCISCO, PLEASE COLLABORATE
WITH CALTRAIN TO:

- 1) ELECTRIFY AND UPGRADE CALTRAIN, } #4 ALT tech
#3 coordination/Calttrain
- 2) ALLOW CALTRAIN AND BART TO CARRY ALL PASSENGERS FROM SJ TO SF } #3
- 3) USE ONLY THE EXISTING 2 TRACKS } #2 tracks

SAN JOSE WOULD BE THE DISTRIBUTION POINT TO ALL LOCAL HSR
PASSENGERS. } #2 Station

THIS IS A MORE COST EFFECTIVE, AND LESS INTRUSIVE, SOLUTION.

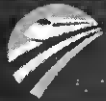
THANK YOU,



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 43



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): Neela Srinivasan City: San Jose State: CA Zip: 95129

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): De Anza College E-mail: neela_nandu@yahoo.com

Address: 14

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please comment clearly.

I was told that the Pacheco Pass vs Altamont Pass alternatives was already discussed at an earlier, Pre-bond measure, scoping meeting, and a decision has been made to use the Pacheco pass.

#2
ALT
route.

The advantages of Altamont Pass:

- does not get used more due to the urban centres of Tracy.

- Sacramento/Stockton will have better access to HST.

There is a lot of traffic betw. Sacramento & LA.

- Pacheco pass has less population density and ~~more~~ hence HST will not get used much in the I52 corridor

- Better connectivity along the I80 corridor

- More money for HST operation } #5 cost

- Less impact on high-density Caltrain corridor } #2
Jeweller.

#2
ALT
route

#1
Pop
Flowing

* Could you please send me (e mail) any documents (cost-benefit) EIR/EIS, financial considerations, e.g.g. considerations etc. pertaining to this decision? Thanks!

#1
info
request

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 414

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 4:03 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: John St. Clair III [mailto:jstclair@apr.com]
Sent: Monday, April 06, 2009 1:31 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear Mr. Leavitt,

I'm writing you today to give you my thoughts on the High Speed Railway, which is planned to run through my city, (Palo Alto). First of all, I think HSR is a good project for the state of California. I just don't feel the implementation being proposed is appropriate for our city and the surrounding cities. We have a quaint city, full of charm and a community feel so many people long for. The proposal by the HSRA proposes elevating a 20 foot embankment to run the High Speed Trains. Added to that would be an additional height of 15 feet to run wiring necessary to operate the trains. This Berlin Wall, (so to speak), running through our community would completely destroy the look and feel many of the current residents enjoy today, and, what draws many of our future residents to Palo Alto. The obvious, immediate results to our community would be dividing our city into two separate communities, and a huge negative impact on our property values. Neither of these outcomes is desirable for Palo Alto.

My Questions:

- Has the HSRA considered alternatives to running over ground rails, such as, full bore tunneling? I understand this process would be more expensive to undertake, but the overall impact to the community would be minimum and more desirable.
- Has there been communications with the affected cities on sharing the costs to do this?
- Has there been a study regarding the impact to the involved communities on things like traffic congestion; impact to local business, etc. during the construction period for over ground railways vs. underground railways?

Please take the above questions into consideration when making your decision on how you will implement the HSR. Give special consideration to the short and long term effects on the involved cities. I understand the purpose for the HSR is to provide a more convenient and efficient transportation possibilities for connecting LA to SF. This is a good endeavor. However, I'm sure destroying communities in the process is not your intended goal. So please, examine the alternative presented above.

Sincerely,

John St. Clair III
Palo Alto Resident
Palo Alto Realtor
Chair - Palo Alto District Council
Board Member with the Silicon Valley Board of Directors

#8 support
#1 Aesthetics
#6 property value
#2 tunnel
#1 traffic
#9



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

29 JAN 2009

Name (please print): Jim Stallman City: Saratoga State: CA Zip: 95070

Title (if applicable): _____ Phone: 408 267-9797 Fax: _____

Organization/Business (if applicable): _____ E-mail: j.stallman@comcast.net

Address 19740 Braemar Drive, Saratoga CA 95070

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

1. San Jose Julian Street undercrossing needs to comply w/ ADA ^{ADA accessible} when it is modified by HSR. #1 traffic
2. Pedestrian grade separated crossings need to be provided by HSR where existing improved and unimproved crossings presently exist. #1
3. If scope looks at route selection then Altamont crossing under the bay linking in with OAK and SFO needs to be considered. #2 access points

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 416

Kris Livingston

From: Rob Starling [00hsr@robstarling.org]
Sent: Monday, April 06, 2009 2:06 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Hi! I hope this reaches you before the end of the comment period. I am a resident of Mountain View and would like to express my support for HST between SF and SJ, connecting to the Sacramento-LA route. I would also like to express support for a Mountain View station. Additionally, I have a specific suggestion for the Castro St. crossing in Mountain View.

I understand that there will be no at-grade crossings, so regardless of whether there is a station at Castro St., I would recommend having Castro simply stop at the tracks and not connect to Moffet Blvd. This would be much cheaper than any crossing option and Mountain View has been experimenting with making that block of Castro pedestrian-only anyway. Shoreline Blvd. can provide adequate traffic flow from one side of the tracks to the other.

#8 support
#2 station in
Mt. view
#1 traffic &
circulation
#2 station
design

Thank you for helping bring high speed rail to California!

Sincerely,
Rob Starling

--

/-----\
| "If we couldn't laugh we would all go insane"
| --Jimmy Buffett,
| "Changes in Latitudes, Changes in Attitudes"
|-----\
\
/

Kris Livingston

From: Jim Stauffer [j.f.stauffer@gmail.com] on behalf of Jim Stauffer [jstauffer@alumni.brown.edu]
Sent: Sunday, April 05, 2009 2:17 PM
To: HSR Comments
Cc: James Stauffer
Subject: San Francisco peninsula route

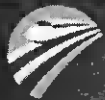
To the California High-Speed Rail Authority:

We are writing to register our total opposition to the intended routing of high-speed rail through the cities between San Francisco and San Jose, and especially to the above-ground implementation that is being considered.

To proceed with the above routing and implementation would devastate the quality of life for many hundreds living in the affected cities and greatly reduce the value of homeowners' investment in their homes (which in many cases represent the major part of their life savings).

#9 oppose design
#2 underground
#1 community impacts
#6 property values

Sincerely,
James F. Stauffer
Christina C. Stauffer
Palo Alto



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): David Stein

City: Mt. View

State: CA Zip: 94043

Title (if applicable):

Phone:

Fax:

Organization/Business (if applicable):

E-mail: dstein@earthlink.net

Address 162 Farley St., Mt. View CA 94043

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

You made my day! I heard the 2 magic phrases: #8

- electrification of CalTrain #4 electrification

- elimination of grade crossings (especially Rengstorff Ave.) #2 Grade Crossing

• cleaner air (no diesels) #1 air

• less traffic & less wasted fuel (vehicles idling at grade crossings because CalTrain screws up timing of lights on Central Expwy, etc, etc.) #1 traffic
#2 grade crossing

yippee!! #8

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 419



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

MAR 23 2009

Name (please print): Lisa Steinback

City: Palo Alto State: CA Zip: 94306

Title (if applicable): homemaker

Phone: 650-424-8644 Fax: _____

Organization/Business (if applicable): _____

E-mail: lsteinback@mindspring.com

Address: 299 Creekside Dr, Palo Alto, CA 94306

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

First of all I have to say that the CA voters were deceived by the government last Nov when we voted on this Bond measure. The newspapers, local govts and CHSRA never indicated that the Caltrain corridor would be used for the HSR. This bond measure NEVER would have passed if we had known what their plans were! This was deceptive and unfair. The CA voters will demand a re-vote. The CHSRA should be routing the HSR along BART lines. When I need to use BART, I just go to Fremont and catch it there. That makes a lot more sense. There are too many homes along the Caltrain corridor to put an HSR.

7
PROP 1A

I live in South Palo Alto. We already put up with the noise and inconvenience of Caltrain, since it alters traffic light timing on Alma. The HSR will cut Palo Alto in half, with less crossings from Alma to El Camino, thereby increasing traffic along Alma. Alma is already becoming a bottleneck during commute times. The city becomes less walk and bike-able, so the HSR is really not "green" if it adds traffic and additional car trips in the localities! The reduction in safety for high school students (BOTH Gunn and Paly) crossing the HSR will increase and cause many of them to revert back to their cars. The scoping EIR must include an estimate of the extra car trips due to adding the HSR.

1
TRAFFIC
SAFETY

Surely, the cost of construction cannot be justified in the current economic crisis of this state! VTA has been cutting bus lines in our area for the last couple of years. Our community has had to beg and plead with them to keep critical bus lines in our city. Can the CHSRA really justify a fancy train system??!! In addition, the solid waste generated from demolishing the current tracks and trains must be itemized as an environmental COST of the project. Adding huge amounts of heavy solid waste to our dumps is NOT "green." The scoping EIR must include the cost of dumping the demolished waste into our dumps.

5
CONSTRUCTION
COSTS
1
UTILITIES

The current Caltrain system is a useful train for commuters and those traveling between cities on the Peninsula. The HSR monies should be used solely to upgrade the Caltrain with newer, lighter-weight cars that will be more energy efficient and quieter. This is one of the options that is not advertised. It's called the "No Build" option.

2
NO BUILD

If the HSR is routed down the Caltrain corridor we will end up with a "Corridor of Blight" with graffiti and low property values within a block of the tracks, just like other places where there are raised train tracks.. It will be a disaster and destroy our quality of life. This is too high a price to pay for a small amount of people to travel to and from Los Angeles.

1
AESTHETICS

The scoping MUST include accurate estimates for the number of riders going FROM northern TO southern California. I believe strongly that most riders will be coming from Los Angeles TO San Francisco because San Francisco has good public transit available once they arrive. When riders arrive in Los Angeles, there is very little they can do without a rental car. Therefore, the HSR scoping must be an honest accounting of ridership, separating north-south from south-north numbers. The scoping should also include the costs for increasing the number of buses required to support people arriving on the HSR. You CANNOT have a successful HSR without public transit available to passengers once they get off the HSR.

6
"METHODS"
OF CALCULATION
OF RIDERSHIP

The CHSRA is misguided in focusing on train travel, when all indications show that airfare between southern and northern California has gone DOWN, not up. It shows that the market for rail travel has been over-estimated. The scoping must look at whether people will choose the HSR instead of flying. This is a cost and convenience issue which must be included. Airfares to LA have gone down and this must be taken into account with respect to HSR ridership.

6
" " "

The scoping must include, in the EIR portion, accurate numbers of sound decibels for an above-ground train. In community meetings, civil engineers said that the fast, HSR trains in Europe and Asia were a LOT louder than typical trains, due to their speed and despite the fact that they are electric. The HSR EIR must meet federal guidelines for sound and the CHSRA must not over-ride these guidelines. There are families whose homes are less than 100 feet from this proposed train. The scoping must contend with this fact.

1
NOISE

An above-ground HSR will have low-frequency power lines running along the tracks. These power lines generate magnetic fields in the vicinity. The scoping must include, in the EIR portion, estimates for the magnitude of magnetic fields generated, the range of these fields and the possible health risks from living within the range of the magnetic fields.

1
HAZARDS

I-SC 420

Kris Livingston

From: Sterling, Larre [LSterling@ea.com]
Sent: Wednesday, March 11, 2009 3:18 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Hello -

I am a homeowner in Palo Alto. I am writing to express my concern regarding the elevated train proposal for the high speed train. The proposal says that there would be a train running on this elevated track every few minutes. There is absolutely no doubt that this will greatly impact the entire peninsula community. Noise will increase dramatically and the elevated track will visually impact the beauty of the community, which is one of the many reasons that we all chose to live in Palo Alto and Menlo Park.

#2 Elevated
#3 Frequency
#1 Noise
Aesthetics

Please add my name to the list of others who are opposed to an elevated train in Palo Alto and Menlo Park.

#9 opposed

Thank you.

Larre Sterling

--
Larre Sterling
Sr. Account Manager/EA SPORTS
Creative Development
Electronic Arts
650-626-5035
(cell) 850-804-6082

Dan Gallagher

From: Alice Stiebel [astiebel@sbcglobal.net]
Sent: Saturday, January 24, 2009 7:46 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I support a High Speed Rail station in Palo Alto, rather than in Redwood City. Palo Alto is much more of an employment center, as well as a destination. Stanford campus and Stanford Hospital, as well as Stanford Shopping Center, are all nearby. We could encourage commuting as well as regional transit by locating a station in Palo Alto.

#2
station in
Palo Alto

Alice Stiebel, Palo Alto

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:57 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Rich Stiebel [mailto:w6apz@sbcglobal.net]
Sent: Tuesday, February 03, 2009 3:28 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

In view of the current number of people killed each year by Caltrain between San Francisco and San Jose and the number of cars that "don't quite make it across" before a train arrives, I see nothing but more disasters if the High Speed rail is on the surface. Building overpasses over each street is expensive and unsightly, and we will still have the noise to contend with in all our communities.

#1 Safety
#2 Grade separation

Yes, Palo Alto should be a stop on the High Speed rail. That would help business not just in Palo Alto, but also surrounding communities. A better business environment means more businesses will want to locate in our vicinity which broadens the cities' tax base.

#2 Station in Palo Alto

Undergrounding may be expensive, but it is the best long term solution for all the cities on the peninsula. Reuse of the above ground property for housing and business could add to the cities' tax base and help finance all our cities in years to come.

#2 Tunnel

At this time of looking toward the Economic Stimulus Package, maybe we can get some of the money to put people to work building the underground system.

#5 Sources of funding
#2 Tunnel

Rich Stiebel
840 Talisman Drive
Palo Alto, CA 94303
650-494-0128

Kris Livingston

From: Bob Stillerman [bob@rsic.biz]
Sent: Sunday, April 05, 2009 9:26 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Below are comments on the proposals for HSR service between San Jose.] #11 intro

I am generally in favor of projects, such as the high speed rail line proposed between Southern and Northern California. I have attended several scoping meetings, have listened to Mr. Ron Diridon expound on the virtues of the proposed system and have attempted to keep up with the various meetings and discussions surrounding this issue.

However, in this situation, I strongly opposed the HSR project in the currently proposed alignment and CHSRA's preferred elevated construction. I have concluded that the elevated rail system proposal, utilizing the CalTrain corridor, is unacceptable. There are numerous reasons that generally involve quality of life issues that will affect a large number of Palo Alto residents. The current plan would significantly degrade the environment, the comforts and the value of living in Palo Alto.

The information presented at the scoping meetings: the architectural drawings, the lack of answers from the HSRA regarding costs, noise levels, how Caltrain will continue to operate during construction, which homes will be usurped under the doctrine of eminent domain and other unanswered questions, scares me. The current concept of elevated rail structures at traffic crossings will undoubtedly create a separation in the city of Palo Alto, and likely in other Peninsula cities as well, that, in my opinion will be unsightly, noisy and devalue properties within range of the rail system.

Given that the alternative known as the "no project" scenario exists, I would strongly encourage you to use your recent alliance with CalTrain to halt the HSR in San Jose and create a seamless transfer from one rail system to the other for those passengers wishing to travel from SJ to LA. With the predicted frequency of trains on the HSR line, the additional few minutes that a transfer will create for those full-distance passengers seems a modest concession to the alternative of destroyed parts of established communities.

Bob Stillerman
1636 Madrona Avenue
Palo Alto, CA 94306

#11 background
#2 no elevated tracks
#1 community impacts
#7 project design
#5 const. & op. costs
#1 noise
#6 eminent domain
#1 ET community separation
#1 aesthetics
#1 noise
#6 property values
#2 terminate in San Jose

Kris Livingston

From: Bob Stillerman [bob@rsic.biz]
Sent: Sunday, April 05, 2009 9:56 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Below are comments on the proposals for HSR service between San Jose.

I am a resident of Palo Alto, on the San Francisco Peninsula. I am generally in favor of projects, such as the high speed rail line proposed between Southern and Northern California. I have attended several scoping meetings, have listened to Mr. Ron Diridon expound on the virtues of the proposed system and have attempted to keep up with the various meetings and discussions surrounding this issue. I also understand that the concept of a high speed rail system linking southern and northern California has been considered for many years.

Now that I am better informed about this project, I am deeply concerned about the process being used for decisions regarding this project. I have been told that the 'program level' decisions, which include the options for the Pacheco Pass v. Altamont Pass alternatives, which include the alignment choices of Caltrain's rail corridor, highway 101 and interstate 280, have all been made. These very decisions are the ones that have the biggest impact on our communities and which I am now told, are no longer available for comment or consideration. These are the decisions that I would like to have a voice in.

The fact that the CHSRA will 'consider' all 'comments' brings little comfort to me. The fact that an 'authority,' with clear interests in expediency rather than community will make decisions that will impact hundreds of thousands of Californians, with no participation in the decision process by organizations outside of the authority (as I understand it) is unacceptable.

There is a flaw in the process: information regarding the details of the project is just coming to light and it appears to considerable numbers of California citizens that the 'train has already left the station.' The many peninsula residents that I hear from are concluding that we citizens are being 'railroaded.' The fact that the authority has to respond to 'comments,' leaves little comfort that any comments will in fact impact the decisions already made and those being proffered (e.g. elevated rails through the Peninsula).

Please clearly explain what the State of California and the CHSRA require to reopen the program level decisions for reevaluation. Please list all such available procedural options that would require such action by the CHSRA.

Please include all legal steps that are available to compel the CHSRA to allow municipalities and citizens to have a voice in the decision process.

Bob Stillerman
1636 Madrono Avenue
Palo Alto, CA 94306

#11
Intro/
background

#7
Public outreach
#11 transparency
#2 Alternate
routes
#7 public
outreach

#7 public
outreach

#7 public
outreach/
process
update

#7 public
outreach/
process
update



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Milbrae ☐ February 26 - Palo Alto ☐ March 4 - Redwood City

Name (please print): STRATHEARN RICHARD+TERESA City: Palo Alto State: CA Zip: 94301

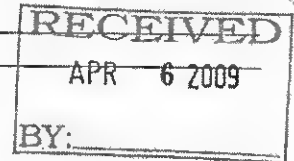
Title (if applicable): _____ Phone: 330-1856 Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: 1875 Middlefield

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.



We voted NO for bond. } #11

Recommend the least amount of degradation be done } #11
to the appearance & life of those in Palo Alto.

I do not do } #2
- use Caltrain bullet } caltrain
bullet

2) go underground thru entire peninsula } #2
undugnd

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 426

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:44 PM
To: Kris Livingston
Subject: FW: High-Speed Train in the Bay Area

From: Peter Streiff [mailto:peter.streiff@gmail.com]
Sent: Saturday, February 28, 2009 6:05 PM
To: HSR Comments
Subject: High-Speed Train in the Bay Area

To the California High-Speed Rail Authority

As someone who has travelled on High-Speed trains I understand their benefits but living close to the CalTrain tracks which is the proposed route for the California High-Speed train rises opposition to the current plans in me. I would like to see the High-Speed train travel up the Peninsula and not end in San Jose but it should be done either underground or on the current CalTrain tracks. They will need to get improved and grade separated but there is just not enough space for additional tracks and elevating them close to residential areas should not be an option. Some passing tracks should be added where space is available. I understand that sharing the tracks would mean lower speeds but I am sure travelers can accept an additional 10 to 15 minutes between San Jose and San Francisco as a trade-off for not changing trains. As a comparison, travelers from Paris, France to Zurich, Switzerland accept a lower speed on shared Swiss railway tracks but they do not have to change trains anywhere on their route. In terms of stations I would neither stop on Palo Alto nor in Redwood City but at Millbrae (SFO). CalTrain should be able to bring local travelers to the other stations.

#9 opposition
#2 ~~underground~~
#2 with that ROW
#2 foreign system
#2 station locations

Regards, Peter

Peter Streiff
3723 Lindero Dr
Palo Alto, CA 94306
peter.streiff@gmail.com



Hatch Mott
MacDonald

7311 Greenhaven Drive, Suite 250
Sacramento, CA 95831-3572
T 916.399.0580 www.hatchmott.com

February 9, 2009

FEB 11 2009

Mr. Dan Leavitt
California High Speed Rail Authority
925 L Street
Suite 1425
Sacramento, CA 95814

Dan:

This letter is a follow up to our discussions over the past weeks, regarding the City of Palo Alto's interest in consulting with Hatch Mott MacDonald (HMM) for alternative analysis related to the CA High Speed Rail. The City of Palo Alto intends to form a coalition with the cities of Atherton and Menlo Park to evaluate alternatives for the CA HSR through their cities. They would like to enter into a contract with HMM for the purpose of a tunnel alternatives study. They seem to have a complete and thorough understanding and respect for the CA HSR's position regarding alternative analysis and they expect to bear the full cost of this additional work.

#2 tunnel
#1 Alternatives

HMM is in a position where we now need to confirm with the City of Palo Alto and their future coalition cities if HMM is able to enter into a contract for services. While our contracts with CA HSR do not overlap with their corridor, we value our relationship with CA HSR and do not want to create any conflict for the Authority or the Program. Recognizing that the statewide CA HSR program currently involves nearly every major engineering and environmental firm in California, we believe that it may be in CA HSR's best interest to have the most qualified and best informed firms supporting outside analysis.

We respect that the decision requires review by your Attorney, who is currently busy with many important issues. Palo Alto is anxious to move forward, and HMM would like to bring this subject to a close by providing a definitive answer for them no later than noon on Friday, February 13, 2009. Any assistance you can provide in confirming CA HSR's decision would be greatly appreciated. Thank you for your assistance.

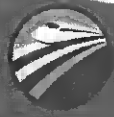
Sincerely,

Cara Strom
Vice President
T 916.399.0580 F 916.399.0582
cara.strom@hatchmott.com

CLS:seg

cc: Tony Daniels, Parsons Brinckerhoff
John Townsend, Hatch Mott MacDonald
Joel Maniaci, Hatch Mott MacDonald

I-SC 428



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Imp. Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location
☐ February 25 - Millbrae

☐ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print): Nancy Supan

Title (if applicable):

Organization/Business (if applicable):

Address: 4125 Park Blvd Palo Alto

City: Palo Alto

Phone:

E-mail:

Fax:

MAR 2 2009

BY: State: CA Zip: 943

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please comment clearly.

I am very much opposed to running the California High Speed Rail along our residential corridor. It will destroy our neighborhood property values which are now in Palo Alto area around \$850,000 to a million over. Certainly in other towns along corridor they are similar. It also will make our properties very difficult to sell. Would this loss be repaid to us?

OPPOSITION

6
PROP. VALUES

Financial Compensation

The noise, frequency + unpleasant view would also destroy our quality of life.

1
NOISE AEC.

Community Impacts

I believe the line should be stopped in San Jose with express trains running on existing tracks from S.F. or the line should be moved out of residential corridor.

2
DIFF. ALIGNMENT

3

Nancy Supan

USE OF EXISTING FACILITIES

Shared Station access with existing rail facilities

I-SC 429

Thank you for your participation in this important process. Please leave your form at the or mail it to us as soon as possible in order to ensure that The comment period closes on April 6, 2009.

Kris Livingston

From: Wouter Suverkropp [wsuverkropp@yahoo.com]
Sent: Sunday, March 29, 2009 9:56 PM
To: HSR Comments
Subject: San Fransisco to San Jose HST

Dear Mr. Dan Leavitt,

I am writing to you as a highly concerned private citizen of Monta Loma in Mountain View, a neighborhood and town highly impacted by the current High Speed Train plans.

* The problem with elevation

Elevated tracks means that noise will carry further than it does today.

Numerous studies of high speed rail in Europe and Japan show that train noise is a significant problem for people close to the tracks, even though the new trains will be quieter than old-fashioned ones. HSRA has not provided actual data about noise, taking into account train frequency.

I respectfully request you provide measured, rather than modelled, data regarding sound pressure levels and sound pressure exposure (Leq) levels for each studied track scenario.

* Widening the right of way

The

proposed four track system will widen to six tracks at stations. It is unclear whether the current right of way is wide enough for a four track system, or how the tracks could fit next to the existing Central Expressway in Mountain View at the San Antonio junction.

I respectfully request information about you will value homes that are taken using eminent domain, and how you will compensate home owners whose homes become all but inhabitable as a result of construction or new rail routing.

* Construction chaos

The massive

construction is likely to be highly disruptive - the intent is to keep Caltrain running during construction, which means extra temporary tracks - and will take many years to complete.

I respectfully request your plans to deal with construction dust, construction noise, and traffic disruption. Generic EIR statements will not be sufficient to address actual generated nuisance.

I respectfully request you study two alternatives: Trenches or Tunnels Citizen groups have proposed two alternatives to the raised tracks: Trenching and Tunneling. Trenching means lowering the tracks into a trench below grade, and flanking it with sound walls. Doing so means traffic can pass over the tracks on flyovers, and noise is more contained.

Tunneling can be accomplished with minimal impacts from construction above ground, and our neighborhoods would be enhanced, rather than destroyed. In the Netherlands, trenching is not uncommon and quite effective. The construction costs are greater than elevation, but are lower when taking into consideration the collateral costs of an elevated structure, overpasses and underpasses over the long term.

I respectfully request you extend the time for public input beyond April 6th. Many citizens are not sufficiently informed to grasp the enormity of the track construction, and the impact it will have ever after on their home value and quality of life.

Sincerely,

#1 Intro

#2 Elevated
#1 Noise

#2 Compare w
foreign
#1 Noise

#7 Request info
#1 Noise

#2 Width of
Row/tracks
#3 # of tracks
#7 Request info
#6 Eminent domain
Property values

#1 Construction
#3 Caltrain

#7 Request info
#1 Construction

#2 Alternatives
Tunnel
Trench
#1 Noise
Construction
#5 Cost/Benefit

#7 Extend
comment
period

Wouter Suverkropp
328 Aldean Avenue
Mountain View, CA94043

Kris Livingston

From: Cynthia Swenson [cswenson@stanfordalumni.org]
Sent: Tuesday, March 17, 2009 11:54 PM
To: HSR Comments
Subject: Fwd: El Palo Alto tree and the high speed rail
Attachments: The El Palo Alto Redwood-Heritage Tree #1.pdf

All;

Please see Palo Alto city arborist Dave Dockter's below note and report on why the famed El Palo Alto 1,000 year old plus tree would most likely not survive an above, or below, ground high speed rail on the current Caltrain corridor. When visiting the beautiful redwood's current location in a lovely, stream-side park, you can see that the tree's trunk is only approximately 10 feet from the existing tracks, and that it's branches are already noticeably cut back from the train's path.

#1 Cultural
Bio

-Cynthia Swenson, long-time Palo Alto resident

----- Original Message -----

Received: 09:40 AM PDT, 03/16/2009
From: "Dockter, Dave" <Dave.Dockter@CityofPaloAlto.org>
To: "Cynthia Swenson" <cswenson@stanfordalumni.org>
Subject: El Palo Alto and the high speed rail

Cynthia

A cursory understanding of the El Palo Alto redwood's delicate balance of health and stability would conclude that excavation for a sound wall footing (or other reason) close to the tree would probably result in tipping the tree's viability over the edge.

#1 Bio

Root and soil removal could result in irreversible decline or even mortality, whether by health or weakening the tree's stability of catastrophic whole tree failure in any direction. It is reasonable to assume that the tree roots have probably adapted into some awkward configurations with the river bank and deep under the Caltrain right of way. There simply are not roots where a typical flatland tree would have roots. Even if deep cuts were vertical without leaving the RoW, they may have catastrophic effects. This said, token tree protection mitigations would not be appropriate or realistic.

A thorough study, understanding and defined project limits would need to be considered by all levels of stakeholders. I advise this up-front work be done to even consider feasibility of the project's ability to adjust if Caltrain wants the tree to survive.

Caltrain, and the new agency, is exempt from our local ordinances and CEQA review impacts to those ordinance and community values. Thus, alternative design or protection measures would be voluntary and not compelling, as Caltrain recently exercised on the University/Lytton upgrade work recently. Because the El Palo Alto Redwood is healthier now than 100 years ago, it would be saddening to choose to impact it, when other historic or environmental elements erode or are lost without any choices available.

#1 Bio
Cultural

The El Palo Alto Redwood age is 1069 years, Palo Alto Heritage Tree #1, and California Historical Landmark #2.

#1 Cultural

Maybe the new Caltrain agency doesn't even know what kind of a local, state historic landmark and national treasure exists. A copy of the city's official report is attached for your use.

Dave Dockter

Environmental Planner/Landscape Advisor, ASCA, ISA, APA City of Palo Alto, 250 Hamilton Avenue Palo Alto, CA 94301 USA

650-329-2441 http://www.cityofpaloalto.org/environment/urban_canopy.asp

Dur Community Tree Canopy is a measurable utility Providing infrastructure-based services and dividends, and is Your local front line of defense against global climate change

-----Original Message-----

From: Cynthia Swenson [mailto:cswenson@stanfordalumni.org]

Sent: Thursday, March 12, 2009 12:31 AM

To: Dockter, Dave

Cc: Tom D'Arezzo

Subject: El Palo Alto and the high speed rail

Hello Dave;

Thanks again for your help with our 1519 Mariposa neighbor's (former) giant Sequoia. We are so sick about it's loss. How old do you think it was?

#1 Irrelevant

It

was such a lovely/important foil to the adjacent train tracks...

Anyway, of course we must protect the El Palo Alto 1000 year old plus tree.

Please forward to me your latest comments of how it would be affected by a new 20' elevated/10-20' widened train corridor, as well as a tunneled train corridor. The enlarged/elevated corridor would also have 40' high electrical towers running just outside and above the tracks. I will forward on your report to the HSRA (High Speed Train Authority), Palo Alto city council, and to many of the local residents I have been working with on opposing this Peninsula construction project. These EIR comments (from everyone) are due to HSRA before April 6th.

#1 Cultural

I think it is interesting/alarming that the El Palo Alto "seedlings" in Peers Park (the special Challenger Grove) are also next to the tracks, and should be protected because of their importance. Are there any other city protected trees along the train corridor that deserve mention?

#1 Bio

-thanks again,
Cynthia Swenson

FINAL SURVEY REPORT
PALO ALTO HISTORICAL SURVEY UPDATE

August 1997-August 2000

Submitted to
City of Palo Alto
Planning Division
Department of Planning and Community Environment
250 Hamilton Avenue, 5th Floor
Palo Alto, California 94301

Prepared by
Michael Corbett and Denise Bradley
Dames & Moore
221 Main Street, Suite 600
San Francisco, California 94105

February 2001

SOUTHGATE

The Southgate subdivision is located between the Southern Pacific Railroad on the northeast, the Evergreen Park subdivision on the southwest, El Camino Real on the southeast, and Churchill Avenue on the northwest. The subdivision as a whole is probably not yet eligible for the NRHP because much of it is less than 50 years old. The entire subdivision may be eligible in the future. In the meantime, portions of the neighborhood, whose boundaries need study, may be eligible.

Winslow describes Southgate as follows:

Southgate, between the Palo Alto High School site and Mayfield, was subdivided in 1923. Its name alludes to its location on the then southern edge of Palo Alto and the Stanford campus. This property was the only piece of university-owned land in Palo Alto ever released for purely residential use; Jane Stanford, who had owned it, willed it to the university when she died.

Two hundred Southgate lots 50 to 60 feet wide and 100 to 116 feet deep were advertised. All carried deed restrictions specifying that no house could cost less than \$4,000, no cattle, horses, hogs or poultry could be kept on the property and no persons of African, Japanese, Chinese or Mongolian descent were to use or occupy the houses. (Decades later a U.S. Supreme Court decision voided the racial restrictions.)

Southgate was developed for a middle class and upper middle class market, similar to but somewhat lower than the contemporary subdivision of Crescent Park. On 23 June 1923, a long advertisement in the Palo Alto Times described the needs of a typical businessman who would move to Southgate. According to another advertisement on 13 September 1923:

Four Thousand Dollars intelligently expended will build an artistic and beautiful home. Ten thousand dollars or more might easily be misspent in building an ugly monstrosity. The ornate expensive mansion is giving way

to the smaller modern home. Beauty and efficiency are displacing mere size and elaborateness. Large, rambling rooms, high ceilings, elaborate ornamentation no longer signify. Beauty combined with utility brings the modern California home within reach of ("The Aristocracy of Good Taste."

In other words an unpretentious, modern person of good taste would be better off in a \$4,000 house in Southgate than in a \$10,000 house in Crescent Park.

Although the original houses were all built with garages, the neighborhood was also served by the Peninsula Railway interurban line to San Jose on El Camino Real and by the Southern Pacific Railroad whose California Avenue Station was five blocks away.

Architecturally, Southgate is characterized by stucco clad houses in a variety of styles including Spanish, Mediterranean, Monterey, Period Revival, and modern.

Southgate was developed by the Palo Alto Development Company (A.W. Edwards, M.H. Tichenor & Company and the Shattuck Construction Company). Unusual attention was given to the streets, sidewalks, utilities, subdivision, and landscaping. All utilities were in the center of blocks, lots were 18 inches above the street grade, and 1,200 trees and shrubs were planted (to secure maximum artistic effect"). Part of this planning and work is rapidly resulting in one of the most modern, carefully designed residential subdivisions lying between San Francisco and Los Angeles."

Sources

Boghossian, Paula and John Beach. Historical and Architectural Resources of the City of Palo Alto: Inventory and Report. Prepared by Historic Environment Consultants for the City of Palo Alto, 1979.

Palo Alto Historical Association. Consolidated and sorted Index to Newspapers and Architectural Journals.

Palo Alto Historical Association. Palo Alto historical survey files" properties. Palo Alto Public Library.

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:00 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Cynthia Swenson [mailto:cswenson@stanfordalumni.org]
Sent: Monday, April 06, 2009 10:27 PM
To: HSR Comments
Cc: Tom D'Arezzo
Subject: San Francisco to San Jose HST

HSRA;

Our family has been a (previously happy/content) Palo Alto homeowner on the track side of Mariposa Ave since 2001. We have received mailed notices over the years of Caltrain construction work and plans, neighborhood remodel plans from the city, even Stanford Univ expansion plans. We have read of these projects in the multiple local newspapers, as well as seen them on Palo Alto City Council meeting agendas. NEVER ONCE where we notified, by anyone, of the high speed rail plans directly, or even read of opportunity to comment on them in the press. Again, we live directly adjacent to the Caltrain corridor! This is regarding commenting on the plan EIR finalized July '08 that selected the Caltrain corridor as the necessary HSR route to San Francisco. The Palo Alto city council also submitted no input (comments) on this EIR. HSRA's Mr. Diridon's numerous assertions that there have been hundreds of public meetings and public comments submitted on this EIR, shows that those meetings had obviously been purposely set up with regions of the public least likely to object to the Peninsula route selection.

For the present project EIR (comments due April 6), only the track side residents of Mariposa Ave. were recently (late January) "notified" of a public comment period, via a 3"x5" mailed postcard (which many residents had lost in their junk mail). The "information" meetings hosted by HSRA were incredibly vague and frustrating.

Couple all of this with November's Proposition 1A vote. The details of the Prop were not clear to the voting public, specifically that the exact route of HSR had been decided upon, and how massive the new train corridor would be through densely populated suburban communities. The Prop passed with only a 2% simple majority vote. Had the specifics of the Prop been made more clear, it would most likely not have passed last November.

We have too many unsavory situations here that were obviously purposely kept as hidden as possible from those that would have objected to the HSRA

Peninsula EIR plan and the Prop 1A vote.

Cynthia Swenson and Tom D'Arezzo
Arika Britt and Olivia D'Arezzo
1563 Mariposa Ave.
Palo Alto, CA 94306

>
>

Mrs. D'Arezzo

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:00 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Cynthia Swenson [mailto:cswenson@stanfordalumni.org]
Sent: Monday, April 06, 2009 10:30 PM
To: HSR Comments
Cc: Tom D'Arezzo
Subject: San Francisco to San Jose HST

HSRA;

Please see Palo Alto city arborist Dave Dockter's below note and report on why the famed El Palo Alto 1,000 year old plus tree would most likely not survive an above, or below, ground high speed rail on the current Caltrain corridor. When visiting the beautiful redwood's current location in a lovely, stream-side park, you can see that the tree's trunk is only approximately 10 feet from the existing tracks, and that it's branches are already noticeably cut back from the train's path.

#1 biological resource
#1 historic/cultural resource
#2 elevated track

-Cynthia Swenson, long-time Palo Alto resident
1563 Mariposa Ave.
Palo Alto, CA 94306

----- Original Message -----

Received: 09:40 AM PDT, 03/16/2009
From: "Dockter, Dave" <Dave.Dockter@CityofPaloAlto.org>
To: "Cynthia Swenson" <cswenson@stanfordalumni.org>
Subject: El Palo Alto and the high speed rail

Cynthia

A cursory understanding of the El Palo Alto redwood's delicate balance of health and stability would conclude that excavation for a sound wall footing (or other reason) close to the tree would probably result in tipping the tree's viability over the edge.

Root and soil removal could result in irreversible decline or even mortality, whether by health or weakening the tree's stability of catastrophic whole tree failure in any direction. It is reasonable to assume that the tree roots have probably adapted into some awkward configurations with the river bank and deep under the Caltrain right of way. There simply are not roots where a typical flatland tree would have roots. Even if deep cuts were vertical without leaving the ROW, they may

#1 biological resource
#1 historic/cultural resource

have catastrophic effects. This said, token tree protection mitigations would not be appropriate or realistic.

A thorough study, understanding and defined project limits would need to be considered by all levels of stakeholders. I advise this up-front work be done to even consider feasibility of the project's ability to adjust if Caltrain wants the tree to survive.

Caltrain, and the new agency, is exempt from our local ordinances and CEQA review impacts to those ordinance and community values. Thus, alternative design or protection measures would be voluntary and not compelling, as Caltrain recently exercised on the University/Lytton upgrade work recently. Because the El Palo Alto Redwood is healthier now than 100 years ago, it would be saddening to choose to impact it, when other historic or environmental elements erode or are lost without any choices available.

*mitigation
measures*

The El Palo Alto Redwood age is 1069 years, Palo Alto Heritage Tree #1, and California Historical Landmark #2.

Maybe the new Caltrain agency doesn't even know what kind of a local, state historic landmark and national treasure exists. A copy of the city's official report is attached for your use.

Dave Dockter
Environmental Planner/Landscape Advisor, ASCA, ISA, APA
City of Palo Alto, 250 Hamilton Avenue
Palo Alto, CA 94301 USA

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:00 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: Southgate Historic Survey Info.pdf

-----Original Message-----

From: Cynthia Swenson [mailto:cswenson@stanfordalumni.org]
Sent: Monday, April 06, 2009 10:38 PM
To: HSR Comments
Cc: Tom D'Arezzo
Subject: San Francisco to San Jose HST

HSRA;

The historic year 1924-28 bungalows on Mariposa Ave. in Southgate would have their charming carriage house garages torn down if HSR goes in above ground on the corridor. This would obviously adversely affect the character of these important houses, and of the historic neighborhood as a whole. This is a very unique 1920s Storybook Revival (architectural style) neighborhood, not at all typical of those usually bordering train corridors! Dennis Backlund, City of Palo Alto's historic preservation planner, has told me that partial eminent domain on Mariposa Ave. would be tragic in this stunning, important neighborhood.

#1
historic
resources
#6
eminent
domain

The main train station building (at Univ Ave) is also a very special, nationally listed historic landmark (1940s streamline moderne style). This building needs to be preserved/fully visible.

#1
historic
resources

Ditto the very old train trestle bridge alongside the El Palo Alto tree in Palo Alto, the Julia Morgan Hostess House next to the main train station building listed above, and the underpasses at Alma with University and Embarcadero Aves. in Palo Alto.

#1 historic
resources

-Cynthia Swenson and Tom D'Arezzo
Arika Britt and Dlivia D'Arezzo
1563 Mariposa Ave.
Palo Alto, CA 94306

----- Original Message -----

Received: 07:55 PM PST, 03/16/2009
From: "Southgate Neighborhood Watch" <southgatewatch@gmail.com>
To: <"Undisclosed-Recipient:;@gwsin04.mbox.net">
Subject: Southgate-Historic Resources Meeting, Wednesday March 18

Southgate Neighbors-

Southgate neighbor Gail Woolley (former Mayor and local expert on historic

not part of
the comment

buildings/resources) reports that the Palo Alto Historic Resources Board will be discussing the High Speed Rail proposal and Southgate at its meeting this week. (Thanks also to Janet Peacock for the heads-up)

Palo Alto Historic Resources Board Meeting Wednesday, March 18, 2009 8:00am Palo Alto City Hall, Council Chambers 250 Hamilton Avenue

The Historic Resources Board will be holding a Study Session to discuss the impacts of the high-speed rail proposal and will be including discussion about the possibility of Southgate (or a portion therein) as an historic district.

Gail also forwards fascinating historic survey information about Southgate (see attached)

Southgate Neighborhood Watch

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:00 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: Southgate Historic Survey Info.pdf

-----Original Message-----

From: Cynthia Swenson [mailto:cswenson@stanfordalumni.org]
Sent: Monday, April 06, 2009 10:38 PM
To: HSR Comments
Cc: Tom D'Arezzo
Subject: San Francisco to San Jose HST

HSRA;

The historic year 1924-28 bungalows on Mariposa Ave. in Southgate would have their charming carriage house garages torn down if HSR goes in above ground on the corridor. This would obviously adversely affect the character of these important houses, and of the historic neighborhood as a whole. This is a very unique 1920s Storybook Revival (architectural style) neighborhood, not at all typical of those usually bordering train corridors! Dennis Backlund, City of Palo Alto's historic preservation planner, has told me that partial eminent domain on Mariposa Ave. would be tragic in this stunning, important neighborhood.

#1 historic
#6 eminent domain

The main train station building (at Univ Ave) is also a very special, nationally listed historic landmark (1940s streamline moderne style). This building needs to be preserved/fully visible.

#1 historic

Ditto the very old train trestle bridge alongside the El Palo Alto tree in Palo Alto, the Julia Morgan Hostess House next to the main train station building listed above, and the underpasses at Alma with University and Embarcadero Aves. in Palo Alto.

-Cynthia Swenson and Tom D'Arezzo
Arika Britt and Olivia D'Arezzo
1563 Mariposa Ave.
Palo Alto, CA 94306

----- Original Message -----

Received: 07:55 PM PST, 03/16/2009
From: "Southgate Neighborhood Watch" <southgatewatch@gmail.com>
To: <"Undisclosed-Recipient;"@gwsin04.mbox.net>
Subject: Southgate-Historic Resources Meeting, Wednesday March 18

Southgate Neighbors-

Southgate neighbor Gail Woolley (former Mayor and local expert on historic

buildings/resources) reports that the Palo Alto Historic Resources Board will be discussing the High Speed Rail proposal and Southgate at its meeting this week. (Thanks also to Janet Peacock for the heads-up)

Palo Alto Historic Resources Board Meeting Wednesday, March 18, 2009 8:00am Palo Alto City Hall, Council Chambers 250 Hamilton Avenue

The Historic Resources Board will be holding a Study Session to discuss the impacts of the high-speed rail proposal and will be including discussion about the possibility of Southgate (or a portion therein) as an historic district.

Gail also forwards fascinating historic survey information about Southgate (see attached)

Southgate Neighborhood Watch

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:59 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Cynthia Swenson [mailto:cswenson@stanfordalumni.org]
Sent: Monday, April 06, 2009 10:47 PM
To: HSR Comments
Cc: Tom D'Arezzo
Subject: San Francisco to San Jose HST

HSRA;

How will HSR construction and operation on the Caltrain Peninsula corridor, not disturb the habitat of the important Monarch Butterfly, which winters in Eucalyptus groves in various places very near the tracks (within 5-20 feet)?

> The Monarch Butterfly is considered a CDFG (CA Dept. of Fish & Game) special
> animal. "The CNDDDB [CA Natural Diversity Database] suppresses detailed
> location information for this species, however, intermittent linear
> groves of eucalyptus trees along the Caltrain RDW between milepost 10
> and 30 and Monarch butterflies have been identified as occurring
> within the project corridor and should be assumed present where
> suitable habitat exists." - Chapter 3.4.1.3 of Caltrain Electrification Program EA/EIR,
page 3-3S.
> <http://www.caltrain.org/pdf/Electrification/Chapter 3.pdf>
>
> (Peers Park is at approx. milepost 31.)

#1
biological
resources

Cynthia Swenson and Tom D'Arezzo
Arika Britt and Dlivia D'Arezzo
1563 Mariposa Ave.
Palo Alto, CA 94306

>
>
>
>
>
>
>
>

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:58 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Cynthia Swenson [mailto:cswenson@stanfordalumni.org]
Sent: Monday, April 06, 2009 11:59 PM
To: HSR Comments
Cc: Tom D'Arezzo
Subject: San Francisco to San Jose HST

Comments for the High Speed Rail Train Authority re the present scoping EIR period for the Peninsula segment: #11 Intro

1. How would any above/below ground construction/operation of HSR not hurt the El Palo Alto designated historically important redwood tree that is over 1,000 years old? #1 cultural resources
#1 biological resources
2. How will the Challenger Grove of El Palo Alto seedlings in Palo Alto's Peer's Park be protected? #1 biological resources
3. How will the Monarch Butterfly wintering groves along the train corridor be protected? #1 biological resources
4. How will the Calif Tiger Salamanders' (an EPA Threatened Species) habitat be protected? We have seen Salamanders multiple times on our property at 1563 Mariposa Ave., Palo Alto 94306. #1 biological resources
5. How will any other plant/animal species' habitat/migration route be protected from the construction/operation of a massive train corridor? #1 biological resources
6. Palo Alto has many old, historically important buildings. Some are registered nationally, state-wide, or locally; others pending or could be. These must not be disturbed. A partial list includes the main train station, the next door Julia Morgan Hostess House, many houses with rear carriage house garages on the corridor (Mariposa Ave.), the train bridge next to El Palo Alto tree, and the street underpasses on Alma St at University and Embarcadero Avenues. #1 historical resources
#1 vibration noise
#1 air quality
#1 public services
#1 construction effects
#6 property value
#1 aesthetics
7. How will disturbances to Palo Alto High School be mitigated re noise, dust, vibration, loss of sunlight and land? For all other commercial and residential property directly on and nearby the corridor, how will these issues be mitigated? This includes property value loss and quality of life loss. How could the visual aesthetics of an elevated and widened train corridor be mitigated to anyone living, working, or visiting the area? #3 travel time
#1 train frequency
8. How many trains would run on the corridor per hour? How can anyone live/work next to a corridor of trains every 2-3 minutes? #1 hazards
9. What are the health issues of living/working/studying near the electricity set-up used for HSR? #1 ground water resources
10. If HSR were tunneled, how would the aquifers be preserved?

11. Palo Alto should not have to pay for a tunnel, as this is not their project. If the State wants the rail to travel through a pleasant suburban town, it needs to arrange for a way to do this unobtrusively, and pay for the arrangement. #5 ~~lost~~ funding source
12. The only acceptable route to San Francisco from San Jose would be along Highway 101. Why not here? #2 alternate route
13. Why not end HSR in San Jose and enable continuing passengers to easily transfer to a newly upgraded electric Baby Bullet Caltrain for the final journey? New expensive construction along the Peninsula is unnecessarily redundant with the already existing set up. This is not a "green" solution. The massive HSR corridor needed is completely incompatible with the existing densely populated, but pleasant, suburban towns between San Francisco and San Jose. #2 terminate in San Jose
14. If above ground HSR were constructed, what safety provisions would be installed to protect from derailment, flying particles, etc? #1 hazards
#1 safety
15. How would adjacent homeowners be compensated with eminent domain? We live on the tracks at 1563 Mariposa Ave, 94306. Our lovely home that we had planned on retiring in, was worth well over 1 Million dollars before Prop 1A barely passed (along with all of our neighbors). We are already suffering a loss of thousands of \$ due to this project. If all, or partial eminent domain were exercised, how would we be compensated? Taking the rear 10 square feet of our property would result in MUCH less than a 10% reduction in the value of our property. Besides the unlivable arrangement of living under a shadow of a busy train corridor, losing our rear carriage house garage would significantly lower the value and livability of our small (1000 sq ft) but charming (and historical) house. We would not have enough storage space to live here, and too much of our yard would be lost. #6 property values
#6 eminent domain
#1 historical resources
#6 financial compensation

Cynthia Swenson
Tom D'Arezzo
Arika Britt D'Arezzo
Olivia D'Arezzo
1563 Mariposa Ave.
Palo Alto, CA 94306

Kris Livingston

.om: HSR Comments
Sent: Tuesday, April 21, 2009 2:58 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Cynthia Swenson [mailto:cswenson@stanfordalumni.org]
Sent: Monday, April 06, 2009 11:59 PM
To: HSR Comments
Cc: Tom D'Arezzo
Subject: San Francisco to San Jose HST

Comments for the High Speed Rail Train Authority re the present scoping EIR period for the Peninsula segment:

1. How would any above/below ground construction/operation of HSR not hurt the El Palo Alto designated historically important redwood tree that is over 1,000 years old?

#1 historic
cultural
resource

2. How will the Challenger Grove of El Palo Alto seedlings in Palo Alto's Peer's Park be protected?

3. How will the Monarch Butterfly wintering groves along the train corridor be protected?

#1 bio.

4. How will the Calif Tiger Salamanders' (an EPA Threatened Species) habitat be protected? We have seen Salamanders multiple times on our property at 1563 Mariposa Ave., Palo Alto 94306.

5. How will any other plant/animal species' habitat/migration route be protected from the construction/operation of a massive train corridor?

6. Palo Alto has many old, historically important buildings. Some are registered nationally, state-wide, or locally; others pending or could be. These must not be disturbed. A partial list includes the main train station, the next door Julia Morgan Hostess House, many houses with rear carriage house garages on the corridor (Mariposa Ave.), the train bridge next to El Palo Alto tree, and the street underpasses on Alma St at University and Embarcadero Avenues.

#1
historic

7. How will disturbances to Palo Alto High School be mitigated re noise, dust, vibration, loss of sunlight and land? For all other commercial and residential property directly on and nearby the corridor, how will these issues be mitigated? This includes property value loss and quality of life loss. How could the visual aesthetics of an elevated and widened train corridor be mitigated to anyone living, working, or visiting the area?

#1
public
suc
mitigation
safety
#6 prop value

8. How many trains would run on the corridor per hour? How can anyone live/work next to a corridor of trains every 2-3 minutes?

#3
frequency

9. What are the health issues of living/working/studying near the electricity set-up used for HSR?

#1
hazards

10. If HSR were tunneled, how would the aquifers be preserved?

#1 hydrology

11. Palo Alto should not have to pay for a tunnel, as this is not their project. If the State wants the rail to travel through a pleasant suburban town, it needs to arrange for a way to do this unobtrusively, and pay for the arrangement.

#6
funding
sources

12. The only acceptable route to San Francisco from San Jose would be along Highway 101. Why not here?

#2
Alt route

13. Why not end HSR in San Jose and enable continuing passengers to easily transfer to a newly upgraded electric Baby Bullet Caltrain for the final journey? New expensive construction along the Peninsula is unnecessarily redundant with the already existing set up. This is not a "green" solution.

#2
terminate
in SJ

The massive HSR corridor needed is completely incompatible with the existing densely populated, but pleasant, suburban towns between San Francisco and San Jose.

14. If above ground HSR were constructed, what safety provisions would be installed to protect from derailment, flying particles, etc?

#1
safety

15. How would adjacent homeowners be compensated with eminent domain? We live on the tracks at 1563 Mariposa Ave, 94306. Our lovely home that we had planned on retiring in, was worth well over 1 Million dollars before Prop 1A barely passed (along with all of our neighbors). We are already suffering a loss of thousands of \$ due to this project. If all, or partial eminent domain were exercised, how would we be compensated? Taking the rear 10 square feet of our property would result in MUCH less than a 10% reduction in the value of our property. Besides the unlivable arrangement of living under a shadow of a busy train corridor, losing our rear carriage house garage would significantly lower the value and livability of our small (1000 sq ft) but charming (and historical) house. We would not have enough storage space to live here, and too much of our yard would be lost.

#6
eminent
domain
methods of
calculation
of land
value

Cynthia Swenson
Tom D'Arezzo
Arika Britt D'Arezzo
Olivia D'Arezzo
1563 Mariposa Ave.
Palo Alto, CA 94306

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:01 PM
To: Kris Livingston
Subject: FW: Suggestion for HSR in Mt. View, CA

From: Jason Sylvain [mailto:jasonsylvain@sbcglobal.net]
Sent: Thursday, January 29, 2009 4:05 PM
To: HSR Comments
Subject: Suggestion for HSR in Mt. View, CA

Hello,

I was reading about the proposed grade crossings that would have to be build or address at many places along the Penninsula to accomodate the High Speed Rail line that many Californians support. While it may already be under consideration, I think the underpass at University Ave. in Palo Alto, CA should be a model for other crossings along the Penninsula, especially the intersection of Castro St. in Mt. View with the existing Cal Train line.

#2
grade
separation

Jason Sylvain
Mt. View, CA

San Jose to San Francisco Scoping comment on a small postcard by A Tachibana

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public suc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
#1 air quality*

Name	Address	Additional Comments on the Card
A Tachibana	1520 Bryant St, Palo Alto 94301	None

San Jose to San Francisco Scoping comment on a small postcard by Hiro Tachibana

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public sc

#6 prop value

#1 bio

#1 aesthetics

#1 air quality

Name	Address	Additional Comments on the Card
Hiro Tachibana	1520 Bryant St, Palo Alto 94301	None

I-SC 439

Kris Livingston

From: Dan Talayco [talayco@yahoo.com]
Sent: Sunday, April 05, 2009 9:14 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I support the building of a high speed rail system down the existing Caltrain corridor. I would be particularly happy to see a station built in Mountain View.

#8 support
J#3 Section location

Sincerely,
Dan Talayco



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae ☐ February 26 - Palo Alto ☒ March 4 - Redwood City

Name (please print): Lorvin C. (Tip) Tarlton City: Palo Alto State: CA Zip: 94301

Title (if applicable): Chairman/Founder Phone: 650-330-3600 Fax: 650-330-3636

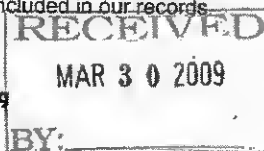
Organization/Business (if applicable): Tarlton Properties E-mail: ltarlton@tarlton.com

Address: 955 Alma St. - Palo Alto, CA 94301 (Owner)

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please comment clearly.

- ① Cal Train ROW must be undergrounded so as not to take properties by eminent domain. + "more neighborly?" #2 underground #6 eminent
- ② underground/tunnel so as to eliminate grade separations entirely #2 tunnel
- ③ An elevated system is aesthetically displeasing, noisy, and burdens air with rail dust (which currently coat buildings with "black dust" → expensive to remove) #1 noise air quality AESTHETIC
- ④ Palo Alto should be chosen (not Redwood City) due to service to Stanford University, Stanford Med. Ctr., Stanford Shopping Ctr., Palo Alto High Tech R&D/Professional businesses. (Higher employment centers), Palo Alto Medical Ctr. #7 ALT STATION LOCATION
- ⑤ Use land above underground bores for transportation oriented Housing + Business. → offsets costs by sales to developers. #5 COST
- ⑥ Possible future Olympics transit to/from Stanford #2 ALT Route

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.



Fold and Tape Completely Before Mailing

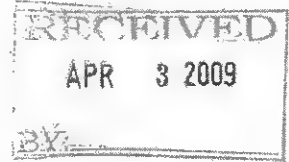
BY: _____

I-SC 449



April 2, 2009

Fax: 916-322-0827



Dan Leavitt
Deputy Director
ATTN: San Francisco to San Jose HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SENT VIA US MAIL & FAX

Re: EIR/EIS Scope for High-Speed Rail San Francisco to San Jose

Dear Dan:

Tarlton Properties, Inc. is the owner/occupant of an office building located adjacent to the proposed HSR/Cal-Train route. Furthermore, several of the principals of Tarlton Properties live within blocks of this route.

We have the following comments and concerns for the EIR/EIS scoping on this project.

1. Avoid unacceptable impacts to surrounding businesses, neighborhoods, etc. (including safety, traffic, noise, dirt, air quality, etc.) by undergrounding the system along the peninsula (or portions thereof). This may also avoid or lessen the need for additional eminent domain takings because it allows for the use of the existing ROW and, at the same time, allows for additional revenue to be generated and productive uses to be made of the area above ground (i.e. for affordable housing projects or mixed use retail/office with residential above). This will help address the jobs/housing imbalance in many communities along the peninsula, including Palo Alto, and allow for residential uses within a major transportation corridor, thereby reducing or eliminating the dependence on automobiles by many. Undergrounding will also eliminate grade separation issues at a number of already difficult intersections, avoids kids crossing the tracks to get to and from school, eliminates traffic conflicts (car verses train), allows quicker emergency response times by first responders in the event of an emergency on one or the other side of the tracks, is more in keeping with the peninsula neighborhood atmosphere, is cleaner, produces less above ground noise (and the train "whistle" awakenings during sleep hours), allows for "green"

#2 underground

#11

#6 Property rights
#2 underground

#6 eminent domain
#5 profit & underground

#1 traffic

#2 grade separation

#1 Safety
#1 public services

#1 noise

Tarlton Properties, Inc.
955 Alma Street
Palo Alto, CA 94301

Phone (650) 330-3600
FAX (650) 330-3636

Real Estate: Development, Brokerage, Property and Construction Management

I-SC442

uses above ground, potentially allows for more permeable area so less drainage issues, is visually more aesthetic (no wires above ground), etc. An elevated system is aesthetically displeasing, noisy, inherently less safe (allows for access by potential suicide victims), creates potential car verses train conflicts, burdens the air with "rail dust" (which also coats buildings and streets with black dust that gets washed to the Bay), etc.

#1 Hygiene
#1 Visual

#1 Air Quality

2. Consider, evaluate, analyze and mitigate impacts to local businesses and property owners in the vicinity of the construction activities during and following the entire course of construction (not just at the end), including ensuring employee and customer access, adequate business signage, noise mitigation, vibration mitigation, compensation for lost business and other impacts during and after construction, regular and ongoing dust and dirt mitigation, avoidance of utility outages, avoidance and mitigation of damage to existing roads and other property including ongoing maintenance of damaged roads, avoid delays to emergency vehicle crossings during and after construction. Specifically, in Palo Alto, avoid closure or impacts on traffic flow on Alma Street and/or closure of current east/west travel across Alma Street and across existing rail ROW at existing intersections during construction - i.e. avoid impacts to local traffic and local businesses in the area of construction activities. Such an elevated system, no matter how well executed, would result in visual blight, irreparably harming the City of Palo Alto, and more particularly, the property owners adjacent to the ROW. The potential environmental impacts of such a raised system are among other items:

#6 Business

- a) reduced/impaired pedestrian and bicycle access from one side of the tracks (one side of town) to the other. Even if access points are created or re-created, the use of these points is heavily dependent on or correlated with the environmental quality of such access points (including among other things: amount of natural light, the openness thereof, the feeling of safety while in the access point, the level of noise inside the access point, etc.

#1 traffic

- b) substantially increased noise
- c) substantially increased dust
- d) visual blight, cutting view corridors to the foothills, reducing natural light (particularly for those properties on the "east" side of the ROW), creating the perception of a DIVIDE between the two halves of the City, etc.

#1 noise

#1 Air Quality

#1 visual

- e) reduction of the permeable area on and around the existing ROW, increasing the burden on an already overtaxed storm drain system

#1 Hydro

within the City of Palo Alto AND further reducing the natural recharge of the aquifers, etc.

3. Evaluate alternative station locations. Without a station on the peninsula, there will be a large section of the Bay Area without easy access to the high speed train system. Without a station on the peninsula, it will require potential users to drive to (and park in) San Jose or San Francisco at increased cost, increased highway congestion, etc. Palo Alto is a far superior location for a peninsula station than Redwood City. Factors to be considered in favor of a Palo Alto station should include, among others, the following: (a) Palo Alto is centrally located between San Francisco and San Jose, (b) access to Stanford Medical Center, Lucile Packard Children's Hospital and Palo Alto Medical Foundation (including nationally recognized cancer treatment facilities and national specialists in a number of medical specialty areas), (c) access to Stanford University, including cultural offerings (i.e. theatre, concerts, lectures, etc.) and sports facilities (including possible venues for future Olympics in the Bay Area or other national or regional sporting events), (d) access to Stanford Shopping Center (recognized as a regional shopping mall with one of the highest draws and sales tax in the nation), (e) access to surrounding recreational and open space areas for a variety of recreational opportunities, (f) access to Palo Alto's University Avenue and California Avenue retail and restaurants (including a high concentration of ethnically diverse restaurants), and access to Palo Alto's high tech/R&D/professional business/venture capital employment center, etc.

#2
ACT
Station

4. Consider alternative energy sources (wind, solar, etc.). Avoid visual impact of wires above ground - the proliferation of above ground electrification is an eyesore and is contrary to the movement over the last 50 years to require undergrounding of all utilities (including power, water, cable, phone, etc.).

#4
ACT
Tech
electrification

5. Consider, evaluate, analyze and mitigate impacts from installation of infrastructure along the rail path to allow for Wi-Fi access for the length of the system. This could require installation of transmission towers and/or power hook ups on the trains themselves.

#4
ACT
Tech

6. The cumulative impacts to the City of Palo Alto and more particularly the Property owners adjacent to the ROW from the increased use of CalTrain and the recent higher speed CalTrains has already reached an unacceptable level. The significant environmental impacts of the proposed HSR project must be

#1
cumulative

evaluated within this context (the adjacent properties and the property owners are already up against the wall from an environmental impact perspective.

#1
Cumulative

Yours truly,
Tarlton Properties, Inc.

L.C. (Tig) Tarlton

L.C. (Tig) Tarlton
Chairman

John C. Tarlton *by SA*
John C. Tarlton
President/CEO

San Jose to San Francisco Scoping comment on a small postcard by Linda Tashkan

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
#1 air quality*

Name	Address	Additional Comments on the Card
Linda Tashkan	3425 Kenneth Dr, Palo Alto 94303	None

I-SC 443

Kris Livingston

From: Rita Tetzlaff [rtetzlaff@comcast.net]
Sent: Thursday, April 02, 2009 5:08 PM
To: HSR Comments
Subject: High Speed rail through Palo Alto

Hello,

I'd like to have the following concerns addressed for the Peninsula corridor from San Jose to San Francisco:

- 1) Ensure the ridership justifies the expense - how many people will be riding all the way from San Jose to SFO (i.e. not folks that will need to stop in the Peninsula and hence transfer to Cal Trail). I'd like to see numbers for this. Terminating the high speed rail in San Jose should be fully explored.
- 2) Use the Altamonte pass to get to SFO - this needs to be fully explored as well. The only way the train should come through the Peninsula is under ground, so this is the cost that should be compared. Is it more cost effective to go underground through the Peninsula or use the Altamonte pass.
- 3) Explore using HWY 101 as a means of connecting SFO and the SFO airport. Using the Cal Train corridor does NOT connect the airport, but instead connects Millbrae, which is not the same. If the goal is to connect the airport then the train must pass through the airport.
- 4) I do not believe and above ground train through the Peninsula can meet the stated goals in the earlier reports, with regard to noise, not being near schools, medical centers, and not disrupting current city plans. It's clearly impossible to meet the stated goals when going through Palo Alto, so how can this be justified. Are you abandoning the original goals? If so, a new vote needs to be taken, given new goals.

Regards,
Rita Tetzlaff
183S Newell Road
Palo Alto, CA 94303
650-327-8655

Rail

#11
#2 Ridership
#5 cost
#6 Ridership
#2 terminate
#2 station
#2 Air Route
#2 underground
#5 cost
#2 Airport
Access
#1 noise
PS
#2 above
ground
#9
also, #1
community
impact

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:01 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Rebecca Thomas [mailto:rcuthomas@gmail.com]
Sent: Thursday, January 29, 2009 11:56 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Go, High Speed Train! As a Palo Alto resident and previous Mountain View resident, I look forward to seeing the environmental improvements, new jobs, technological progress, and travel efficiency that will result from the new High Speed Train in our area. I cannot wait to see ground breaking on this project and hope that it benefits from President Obama's economic stimulus plan. (Our toddler son will be thrilled to watch the construction taking place, as well. :)

#8
support

I have heard that the proposed route will take the High Speed Train along the Caltrain tracks next to Alma Expressway in our area. This seems appropriate, and I trust that the design will be both safe and environmentally sound (not increasing noise or air pollution significantly or in excess of California or EPA limits). I do not take issue with widening (and potential resulting tear-down of houses) that may be necessary along the sides of this route, because the benefits of the High Speed Train far outweigh the removal of houses, especially with the real estate market currently abounding with many months of housing supply.

#8
support

#1
noise
air
quality

Thank you!
Mrs. R. Thomas
Palo Alto, CA

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:13 PM
To: Kris Livingston
Subject: FW: CA High Speed Train comment

-----Original Message-----

From: Rebecca T [mailto:rcuthomas@gmail.com]
Sent: Monday, April 06, 2009 4:22 PM
To: HSR Comments
Subject: CA High Speed Train comment

My family and I are very much looking forward to using the California High Speed Train system. We enthusiastically anticipate its bringing our region and state more efficient, speedier travel.

#8 support

However, as Palo Alto residents, we are concerned that the new train system not negatively affect the environment and feel of our community. An elevated train as depicted in this architect's rendering:

<http://www.youtube.com/watch?v=TkdsVYSK87g>

would have quite a damaging visual and aesthetic impact, whereas an underground or trench rail system would allow the neighborhoods to remain more intact and more usable. A raised train, with concomitant noise, dirt, dust, and air displacement (wind), would dramatically change how pedestrians and bikers use adjacent and crossing roads, as well as likely depress property values along Alma / Central Expressway.

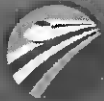
#1 Aesthetic
#2 under ground tracks

#1 Noise
#1 Air
#1 traffic & circulation
#6 Property value

In order of desirability, we prefer (1) an underground tunnel system, over (2) a trench system, over (3) an elevated system. We hope you will take these considerations into account.

Thank you,
Mrs. Rebecca Thomas
Midtown Palo Alto, CA

#2 underground
#2 tunnel/trench
#3 elevated



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Millbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print):

Nils Thorjussen

City:

Palo Alto

State:

CA

Zip:

94301

Title (if applicable):

Phone:

650.327.0800

Fax:

Organization/Business (if applicable):

E-mail:

NILS@NILS.NET

Address:

333 SANTA RITA AVE, PALO ALTO, CA 94301

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

I am very supportive of high speed rail. However, it needs to go in a tunnel. Elevating the train on a big wall is totally unacceptable. A trench could be OK if done nicely and with appropriate noise mitigation. #2 tunnel #2 wall #1 noise

I would like to see a station in Palo Alto. Redwood City makes no sense. Palo Alto is the hub of activity on the Peninsula. #2 Station



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-5C 447

San Jose to San Francisco Scoping comment on a small postcard by Karen Thorne

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public sc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics
#1 air quality*

Name	Address	Additional Comments on the Card
Karen Thorne	625 Lowell Ave, Palo Alto 94301	None

I-5C 448

San Jose to San Francisco Scoping comment on a small postcard by R.E. Thorne

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public service

#6 prop value

#1 bio

#1 aesthetics

#1 air quality

Name	Address	Additional Comments on the Card
R.E. Thorne	625 Lowell Ave, Palo Alto 94301	None

Kris Livingston

From: Cristina Thorson [thorsonmct@gmail.com]
Sent: Sunday, March 08, 2009 1:56 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear Mr. Leavitt,

I am a resident of Palo Alto with a home across the street from the current Cal Train tracks.] #11 background

I would like to express serious concerns over the impact high speed rail above ground would have on me and my neighbors. I fear a decline in quality of life and especially property values (and what else have we got these days, I ask you...) if HSR goes through above ground, using eminent domain to widen tracks, or goes in on] #1 community impact
elevated tracks.] #6 property values
] #6 eminent domain

I very strongly support the alternative of tunneling the train through Palo Alto.] #2 tunnel

I'm a supporter and user of train travel. I hope that tunneling will be accepted as a way to provide high speed rail in California without so seriously and negatively impacting its citizens and neighborhoods.] #8 support
] #2 tunnel

Thank you for your consideration,] #11 conclusion

Cristina Thorson
4144 Park Blvd
Palo Alto, CA 94306

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:42 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Michael Tompert [mailto:michael@tompert.com]
Sent: Monday, March 02, 2009 7:11 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Hello again.

I understand there is or might be a study in this regard.
My studio is 100 feet from the rail lines and just 2 minutes from the Palo Alto train station. Can you please include me in this study?
Thanks!

#7 info request

--
Michael Tompert
Raygun Studio
514 High Street, Atelier
Palo Alto, CA 94301
(650) 324-3402

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:42 PM
To: Kris Livingston
Subject: FW: In support of HSR in Palo Alto

From: Michael Tompert [mailto:michael@tompert.com]
Sent: Monday, March 02, 2009 7:07 AM
To: HSR Comments
Subject: In support of HSR in Palo Alto

Hello.

As a resident of Palo Alto, I am writing to express my support for High Speed Rail in California in general and up the San Francisco Peninsula in particular.

#8 support

Having had the amazing experience of traveling with the ICE train in Germany last year from Heidelberg to Cologne with a stop right in the middle of the Frankfurt Airport in a fraction of the time it takes to do the same trip on the Autobahn I got to experience first hand what it really means to travel from one downtown to another without having to deal with cars, driving, shuttles and shoe x-rays. It truly felt like stepping into an episode of the Jetsons.

#2 foreign system

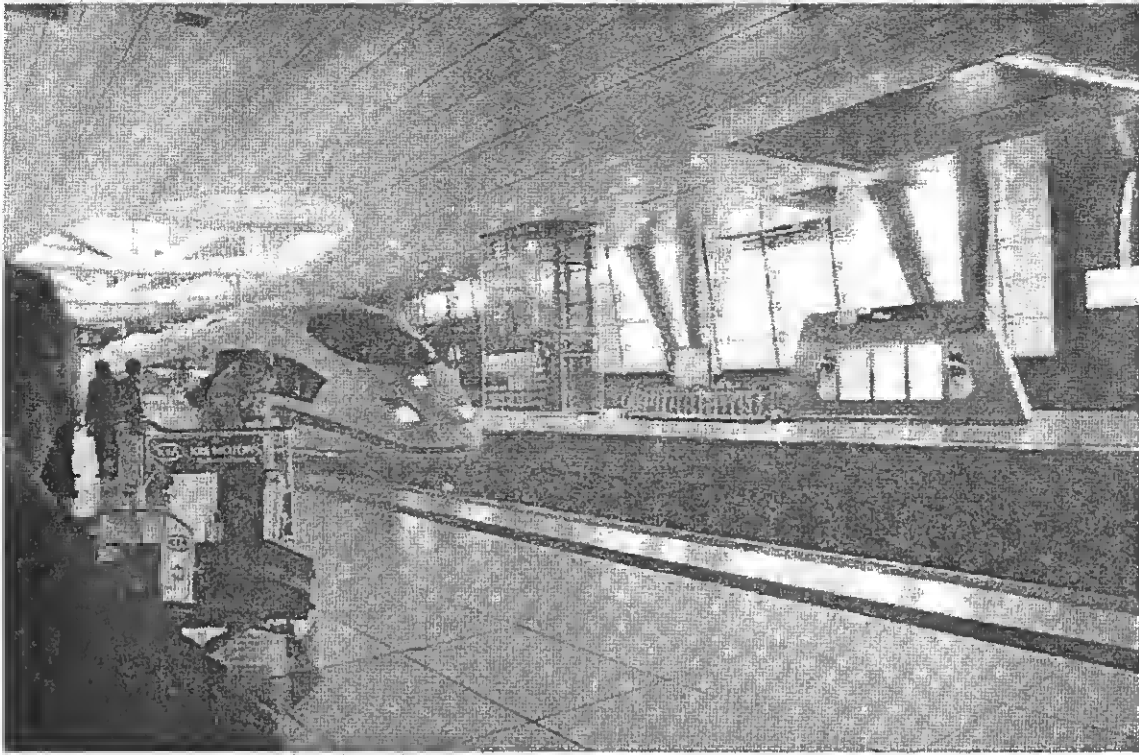
So as Californians have expressed their support to modernize and bring California "up to speed" you will always face a small but very vocal minority. I've seen renderings with the intent to conjure up images of prison walls and rhetoric like "Berlin Wall" used by some Palo Altans who are opposed to the project which is pretty amazing to me.

#2 foreign system

From what I understand HSR was also met with minority opposition in Germany, including the environmentalists if you can believe that, something they probably regret now or would like to forget now that Germany and actually most of Europe has a fully functioning and incredibly convenient and smart alternative to the automobile and planes, truly last centuries' technologies.

Thank you.

--
Michael Tompert
Raygun Studio
514 High Street
Atelier
Palo Alto, CA 94301



_RAY0659



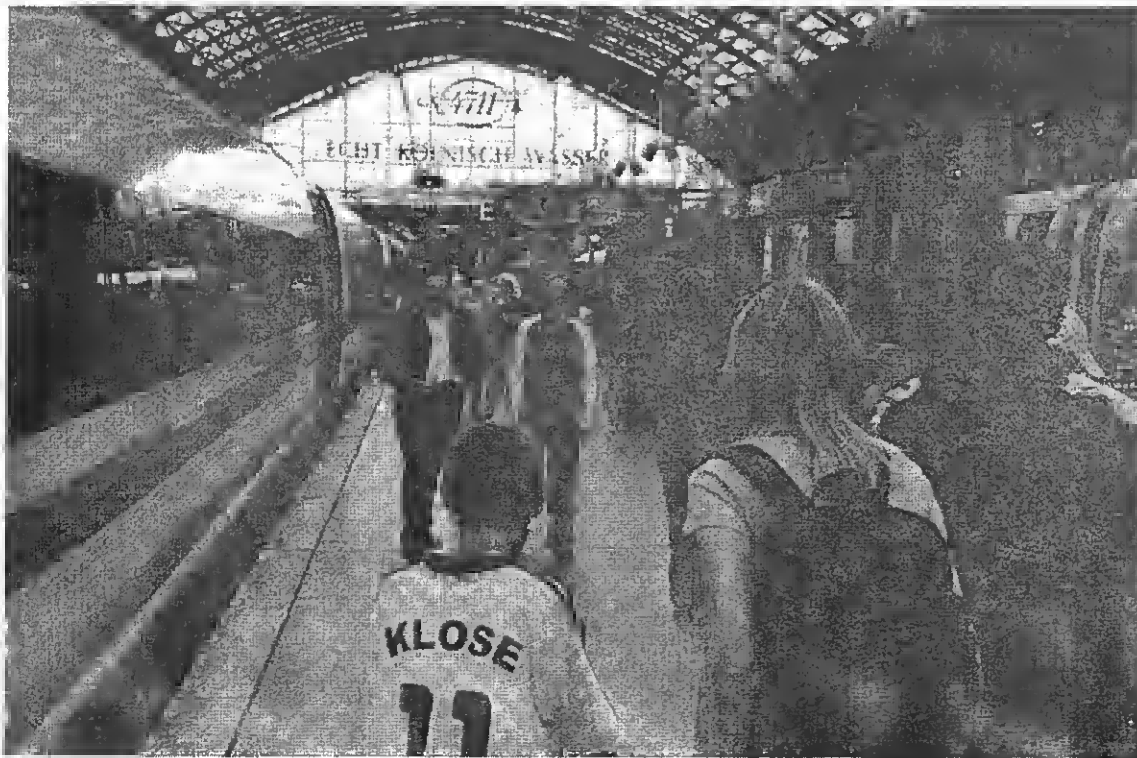
_RAY0670



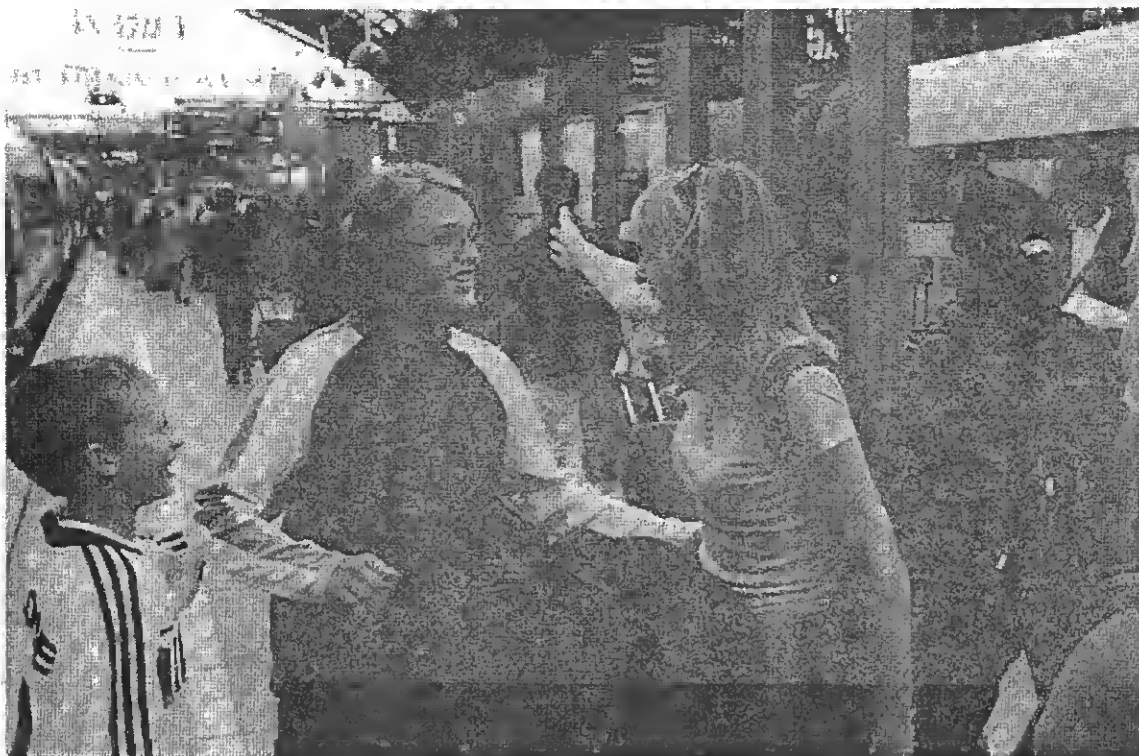
_RAY0717



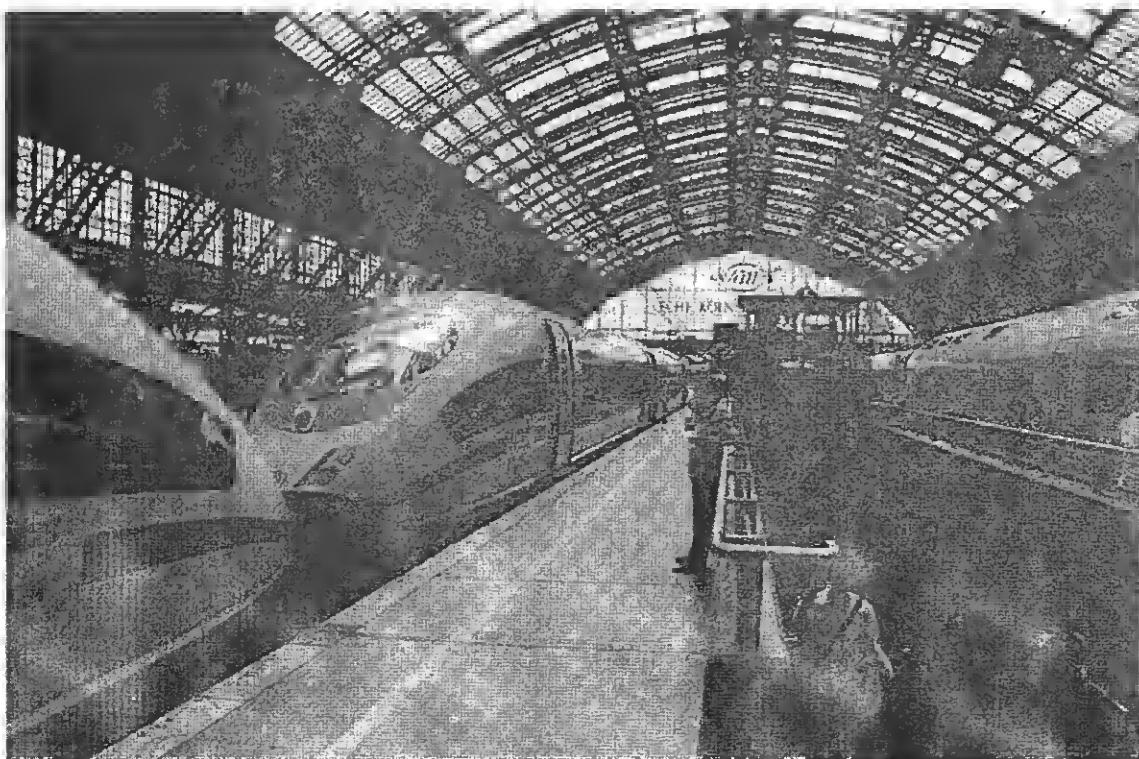
_RAY0719



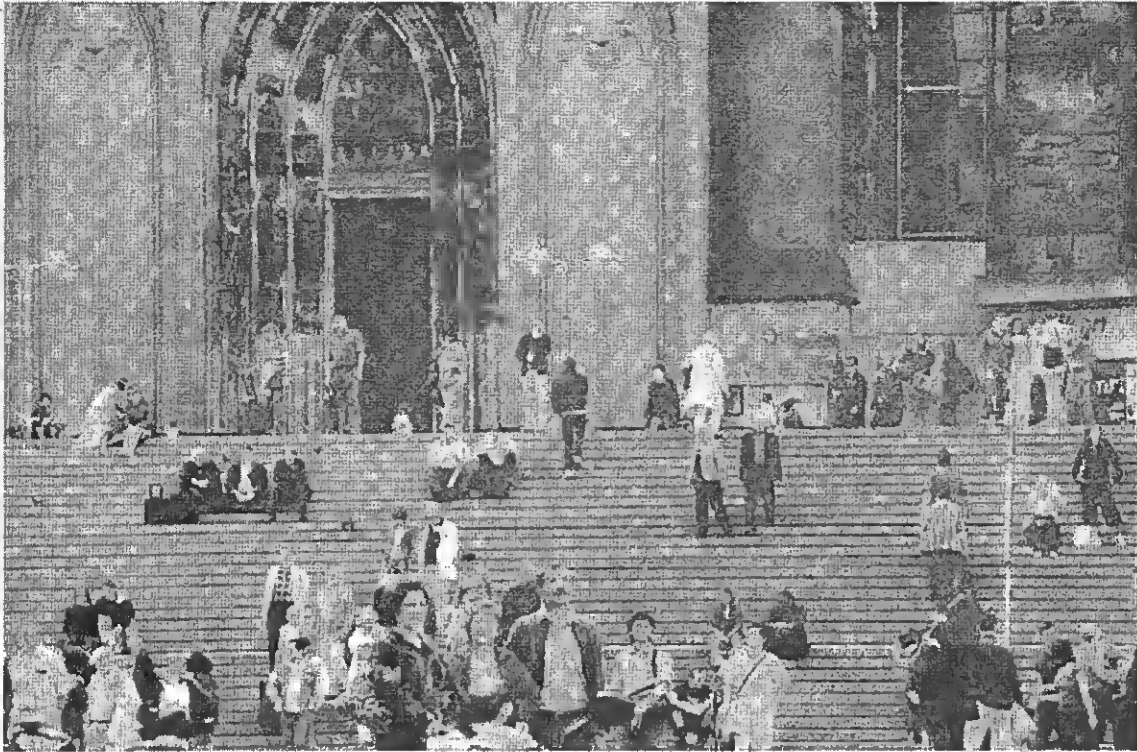
_RAY0755



RAY0759



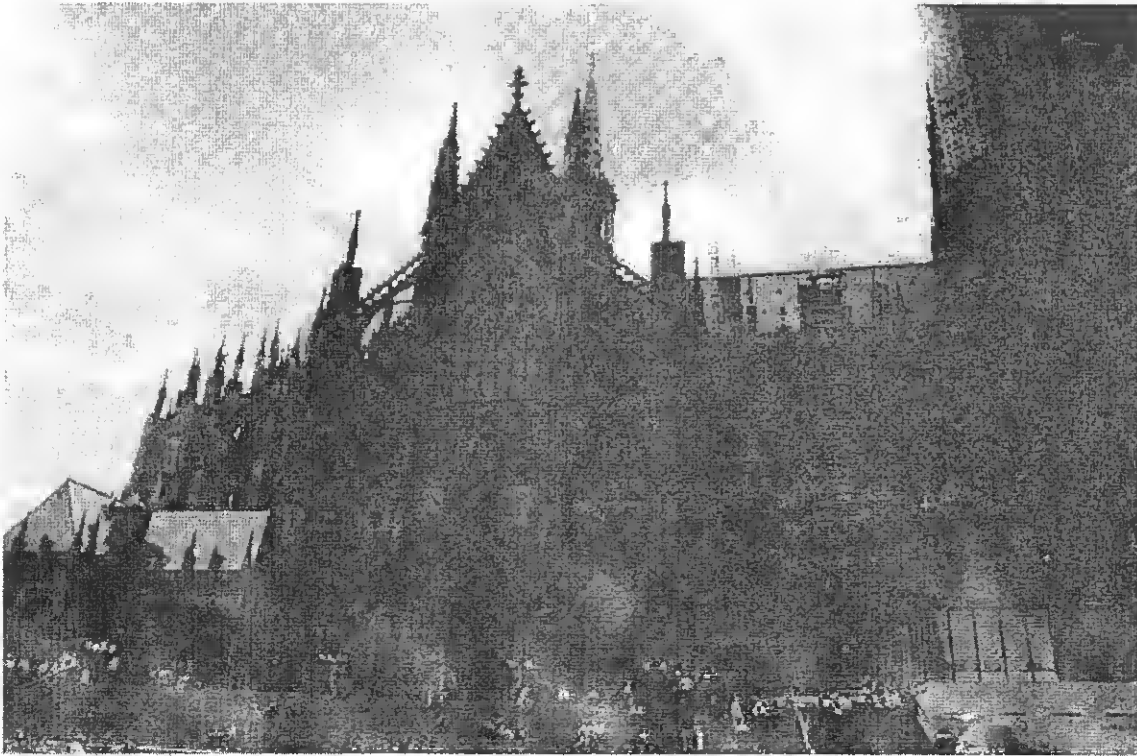
_RAY0762



_RAY0782



_RAY0785



_RAY0787

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:02 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST -- a comment in favor...

From: Margaret Tompkins [mailto:tompkins@stanford.edu]
Sent: Thursday, January 29, 2009 11:01 AM
To: HSR Comments
Subject: San Francisco to San Jose HST -- a comment in favor...

September 29, 2009

Dan Leavitt, Deputy Director
San Francisco to San Jose HST Project EIS/EIR
California High Speed Rail Authority, 925 L
Street, Suite 1425, Sacramento CA, 95814

Dear Mr. Leavitt,

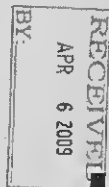
You will probably not receive many positive comments like mine, but I would like to state that I support high speed rail, even if it means using the existing Caltrain corridor through Palo Alto, California, which is near my house and in my neighborhood. I think that we have to move forward with alternative transportation solutions even if they run through cities and take us from a "suburban" to an urban environment.

#8
support

As a fourth-generation Californian, I would have loved it if California had remained a smaller, much less developed state (known more for fruit trees than Silicon Valley and LA Freeways!), but, at this point, we need efficient public transportation desperately.

Sincerely,
Margaret Tompkins

--
Margaret Tompkins
Assistant to Hans Ulrich Gumbrecht
Depts. of Comparative Literature and French & Italian
Stanford University
450 Serra Mall, Main Quad / Bldg. 260-128
Stanford, CA 94305 USA
Tel. 650-723-1356
Fax 650-723-0482



April 1, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Alternate High-Speed Rail Configurations

Dear Mr. Leavitt:

At present, there appear to be only two principal High-Speed Rail configurations seriously being considered: the Authority's elevated track/high wire design and deep tunneling as proposed by others. I would like to submit two additional concepts which fall between these two extremes, as illustrated in enclosed Drawings B and C. The Authority's design is shown in Drawing A for purposes of comparison.

For reasons of compatibility, train tracks should never be placed at or above grade. Accordingly, these new designs are patterned in large part after the depressed portion of Highway 198 passing through the center of Visalia, a city I visit frequently. There is no freeway noise detectable by a person standing on the roof of a building in that area well over 50' above the ground or on the sidewalk directly below. There also are no freeway sounds noticeable on the 8th floor balcony of a nearby hotel; each of these locations being about an unobstructed block from Highway 198. It seems as a bonus, no traffic on that highway can be seen from any of the above locations. In addition, the generous landscaping on the freeway makes it look like an attractive ship park from the sides. Crossings are at grade as continuations of city streets, and users do not realize they are driving over a major freeway unless they glance sideways. This type of pass-over is relatively easy to add; Visalia is considering building another one nearby to handle the recent growth in that vicinity.

The unique tuck-under feature incorporated in Drawing B is proposed to be utilized in urban areas to accommodate the right of way expansion which will be needed for the additional two tracks without permanently disrupting surface uses. This will avoid the need to acquire substantial costly property in urban areas up and down the state for the wider rail system, saving a good many dollars for the Project and tax revenues for the affected local communities as well as avoiding a great deal of hardship on the affected nearby property owners. The plan in Drawing C, which is an uncovered rough design with angled banks, would be utilized in the nonurban areas. Extensive landscaping will enhance the entire rail system. Black painting protective metal anchor fencing will make it virtually "invisible" for improved appearance and corrosion-proof so that it likely will never need replacing.

Track elevations would be the same for the urban and open area segments, so transitioning between these two types will be smooth at all speeds.

Conventional excavating and back filling are economical methods of construction which would be used. To further reduce costs for constructing Plan B, because both sides of the proposed shells and posts are symmetrical, only one set of reversible reusable concrete shell and post forms would be required for the entire project. Further, by doing one side first the full length of the project, it appears that only one additional temporary track would be needed during that initial phase to maintain the current level of train service.

Additional comments are listed on the Drawings.

#2
AT Design
#1 above grade tracks
#1 noise
#1 restorative
occupancy
#2
AT Design
#2 track elevation
#2
AT Design
#2
AT Design
#2
AT Design

John Traynor

I-SC 454

Please do not hesitate to request any further information or clarification.

Very truly yours,


John S. Traynor

Enclosures: Drawing A HSR Authority's Elevated Design
Drawing B Proposed HSR Urban Tuck-Under Alternative
Drawing C Proposed HSR Open Trough Alternative

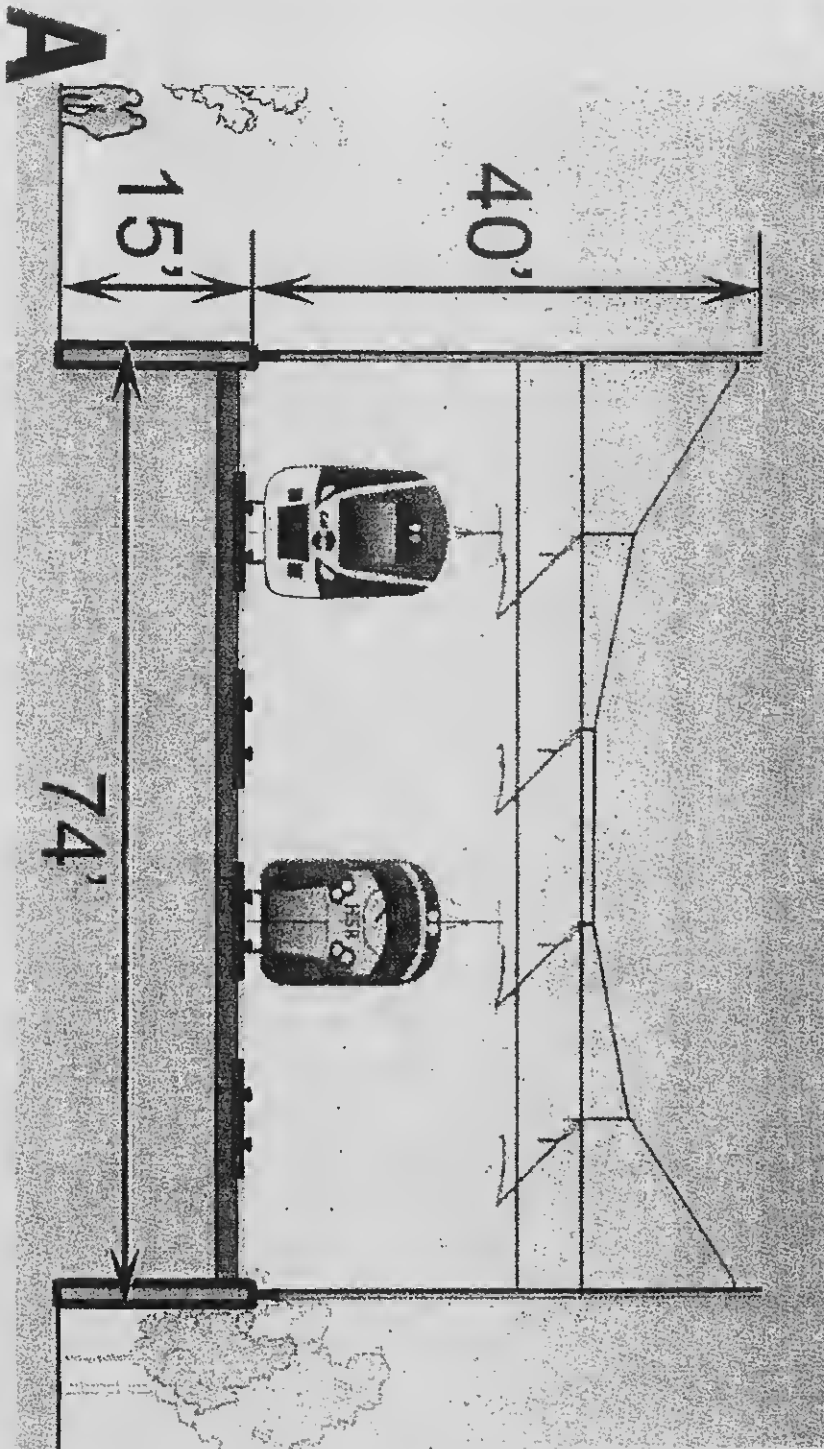
cc: Palo Alto City Council

Jim McFall
Southgate Neighborhood Watch/Southgate HSR Committee
Visalia City Council
Visalia, California

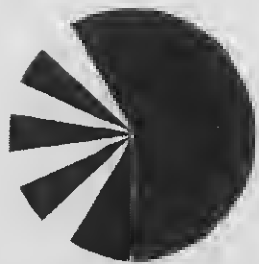


Authority
High-Speed Rail Design

raised track/high wire configuration

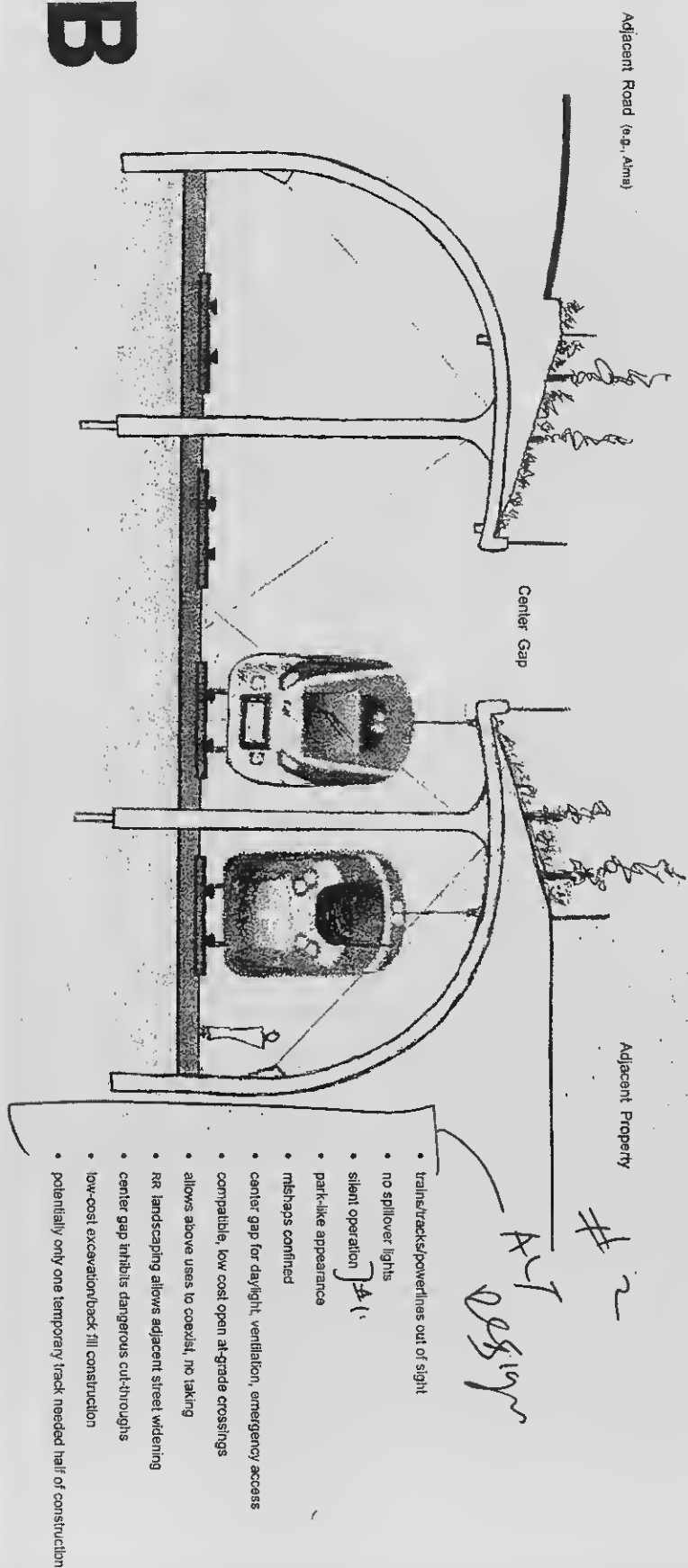


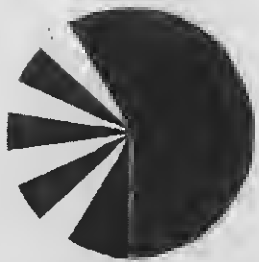
- unattractive] #1 aesthetic
- divides / degrades] #2 aesthetic
- requires extensive property taking] #3
- acquired property costly] #4
- disrupts adjacent owners
- significant local tax loss] #5 cost
- widespread noise] noise +1
- endangers nearby people/property] safety #1
- 74' long tunnels needed for crossings] #2 tunnel
- long tunnels need lighting 24/7] #2 tunnel
- massive movements distracting
- 600-mile x 15' double-sided graffiti panels] #3
- prone to high winds] #4



urban tuck-under alternative

High-Speed Rail Design

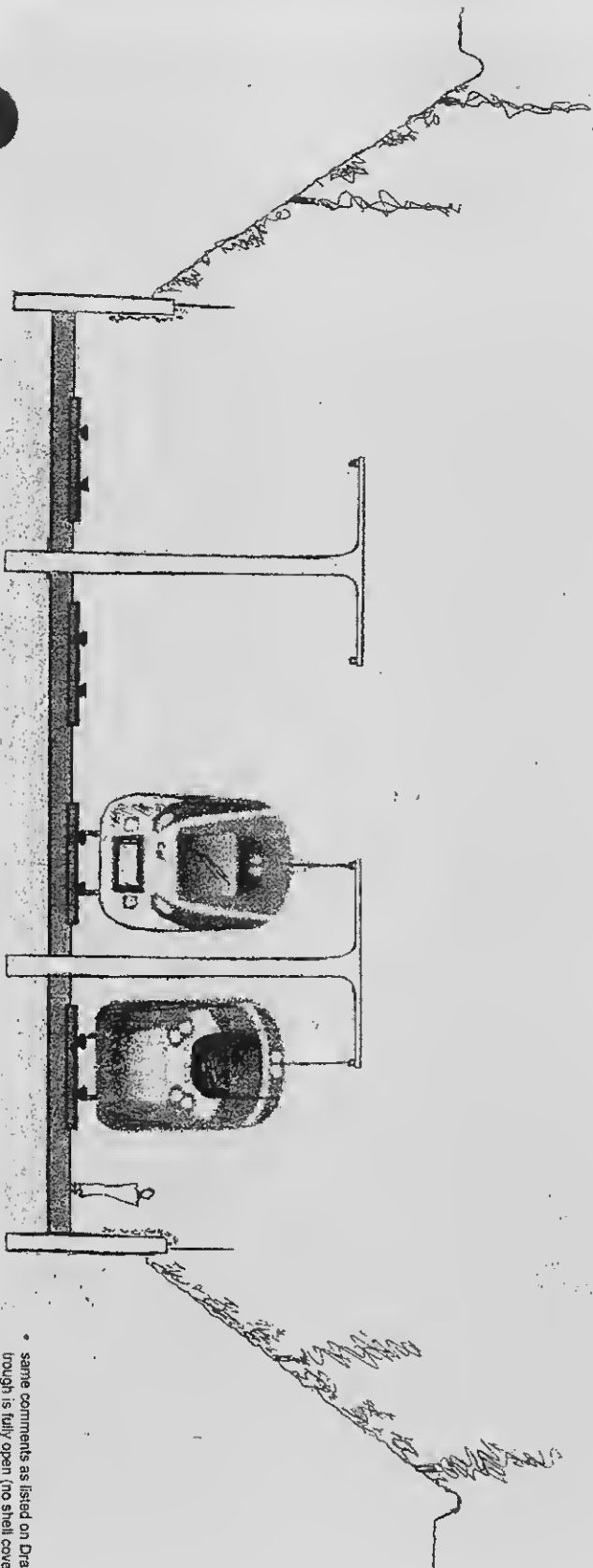




open area trough alternative

High-Speed Rail Design

C



- same comments as listed on Drawing B, except trough is fully open, no shell covering required because users need not coexist since right of way expansion not as costly or disrupting and below grade power lines are supported on post arms

#2

K-1
0284yr



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

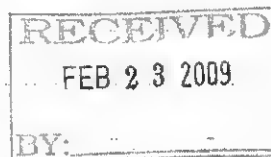
☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): RICHARD TRETEN City: SAN JOSE State: CA Zip: 95125
Title (if applicable): _____ Phone: 408-265-5956 Fax: _____
Organization/Business (if applicable): _____ E-mail: tretten@mindspring.com
Address: 1563 KOCH LANE, SAN JOSE, CA 95125-5045

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

no comment



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 454

To whom it may concern:

I am not surprised that opposition is brewing regarding the CA High Speed Rail route between San Francisco and San Jose.

I attended the High Speed Rail Meeting in Santa Clara on January 29. I arrived at 3:10PM and left at 3:35PM. I found the meeting to be a poorly organized attempt at informing the public of the High Speed Rail Route between SF and SJ.

The 31 aerial maps showing the Caltrain and proposed High Speed Rail Corridor between the two cities were in one pile on a table. A resident from Menlo Park was trying to find the aerial photo which involved her property adjacent to the Caltrain tracks. A couple was looking for the Caltrain/High Speed Rail alignment for San Jose. Another couple was looking for the Mountain View map. A third person was looking for an aerial map of the alignment along Monterey Highway at Branham Lane which wasn't included at the open house.

Why couldn't the aerial maps have been posted on the walls in sequential order beginning with San Francisco and ending with San Jose? This certainly would have made it easier for attendees to follow the route, check for area(s) of concern, and would have allowed High Speed Rail Representatives to circulate more easily answering questions people had as they checked the maps. . . . unless the CA High Speed Rail Authority was purposefully trying to avoid questions regarding right of way and eminent domain.

I was very disappointed in the open house. I didn't stay for the 4PM presentation as that came as a complete surprise; no mention of a formal presentation was stated in the email I received about this meeting, and due to evening traffic problems, I decided to leave early.

I voted for CA High Speed Rail and for BART to San Jose. As a San Jose resident, it is time the tenth most populous city in the US, the third most populous city in the state, and the largest city in the Bay Area have better transit connections to the Bay Area and the rest of California. However, I am disappointed the CA High Speed Rail Authority held such a poorly organized open house and hope future public meetings will better communicate with the public.

Sincerely,

Richard Tretten
San Jose, CA 95125

#11 background

#7 public outreach
info request
#6 eminent domain

#11 background

#8 support for transit
#3 connection to other systems
#7 public outreach

I-SC 455

Kris Livingston

From: mtrubman@aol.com
Sent: Saturday, April 04, 2009 6:37 PM
To: HSR Comments
Subject: San Jose to San Francisco HSR

Dear Sir, I am writing to express my dismay at having the high speed rail come through Palo Alto. I saw drawings of the elevated platform and think that it is an eyesore and that it will significantly reduce the quality of life in Palo Alto. The noise alone of so many trains going by is mind boggling. I am worried about people being exposed the the electrical wires so close to their homes. I can't even imagine the complete disruption of the whole peninsula to get this done. I feel like this is getting rammed down our throats without much consideration to the people most being affected.

I would be more open to discussions about going underground through Palo Alto.

Please consider this as a better option.

Melanie Trubman

#1 community impact
#7 aesthetics
#2 no elevated tracks

#1 noise
#1 hazards

#7 transparency
#1 construction

E-file your IRS taxes **FREE** with TaxACT & have your refund in as few as 8 days.

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:55 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: joel.truher@gmail.com [mailto:joel.truher@gmail.com] On Behalf Of Joel Truher
Sent: Thursday, February 12, 2009 11:42 PM
To: HSR Comments
Cc: Tammy Truher
Subject: San Francisco to San Jose HST

Thanks for the opportunity to comment on the HST. I live about 1000 feet from the current CalTrain tracks in Palo Alto, and anticipate that the HST project will significantly degrade the environment of my neighborhood, as well as all the other neighborhoods along the corridor, partly due to right-of-way expansion, new grade separations, and additional noise.

I would suggest that the EIR/EIS consider the option of placing the entire route between San Jose and San Francisco below grade, which would minimize the disruption to the large number of existing grade-level intersections in my neighborhood, and also somewhat reduce noise emission and the visual impact of the project.

The alternative of moving the entire railway above grade (as it is in much of San Carlos and Belmont) would change the character of the entire corridor for the worse, and there isn't space to do it without either huge concrete walls (to minimize the corridor width), or if earth fill were used, the corridor would need to be very wide, requiring removal of huge swaths of housing. The Alma corridor is already harsh enough without a new, twenty-foot-high concrete wall, which would reflect all the road noise into the nearby neighborhoods, reduce road safety by eliminating emergency parking, and cast a dark, cold shadow across the road for much of every day.

The alternative of lowering the roadway at each intersection would radically impact the entire length of Alma and the surrounding neighborhoods, pushing the roadway below flood level at each intersection, and placing a barrier in the commute path of local high school student bicyclists and pedestrians. The existing grade separations in Palo Alto, except for University, are essentially impassible by pedestrians and dangerous for bicycles. The Alma corridor is already harsh enough without new barriers to green, local transportation.

Thanks for considering my suggestion.

Joel

Name: Joel Truher
City: Palo Alto
State: CA
Zip: 94306
Phone: 415-269-2183 (cel)
Fax: none
E-mail: joel@truher.org
Title (if applicable):

Community
Impacts
#6 Aqining
ROW

#1
Aesthetic
NOISE

#2 GO
Below
grade
#1
NOISE
under
ground
Track

#1
Aesthetic
#2 Sound
Wall
ACT
attainment

#1 HYDRO
Aesthetic!
#1
SAFETY

Traffic

Organization/Business (if applicable):
Address: 4097 Scripps Ave

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

#17
Mailing
List
Info
Request



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

☐ February 25 - Milbrae

☒ February 26 - Palo Alto

☐ March 4 - Redwood City

Name (please print):

Tom Tsalis

City:

Palo Alto

State:

Zip:

94301

Title (if applicable):

Phone:

650 227-1212

Fax:

Organization/Business (if applicable):

E-mail:

tsalis@earthlink.net

Address:

640 Fulton St

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

458 is good for California #8 support
it should reach SF from...
but no relation between...
and...
Better underground...
at...
...
...

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SC 458

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:59 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: Peter Tsui [mailto:peterltsui@yahoo.com]
Sent: Monday, April 06, 2009 11:23 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear Sir,

I live two blocks away from the current railroad tracks in Palo Alto's South Gate area.

I only got to know that the high speed rail will go through the CalTrain route less than 2 months ago. Here are my concerns:-

(1) Unsightly and Huge, Elevated Structure.

This will bring a major change to the entire landscape around the CalTrain Corridor, especially in the Palo Alto area. And I am really concerned that the resulting unsightly and huge, elevated structure does not fit but will destroy the beautiful and serene tree lined neighborhood environment and atmosphere of this part of Palo Alto.

(2) Noise Level Increase, both in magnitude in decibel, frequency, and the range it reaches - and the resulting effects on health and productivity of people.

This too will bring a major change to the entire neighborhood and I do not know whether sufficient study has been made on the noise level in magnitude, frequency and range and how it impacts the health, well being, and productivity of people living, working, and studying near the train tracks. This includes different age groups like seniors, high school students, patients at Palo Alto Medical Foundation, and residents of homes and hotels in the immediate vicinity of the train tracks.

(3) Safety and Emergency Measures in case of Train Accidents.

With so many type and number of trains (high speed, CalTrain, Freight) running through a fairly densely populated area as Palo Alto, with the nearby high school and medical facilities, I wonder how prepared we would be if disaster strikes in terms of train accidents like collisions, derailling, terrorist actions, and on and on. If a major accident happens this close to the high school and medical facility as well as all the residents around the train tracks, the result is unthinkable, but it must be planned out and well accounted for well in advance before going forward with the project.

(4) Traffic.

The current North South traffic on Alma, El Camino Real, and especially the East West corridors in Palo Alto (Oregon Expressway, Churchil, Charleston, etc.) are very very congested already. I have not heard how the excess traffic caused by this high speed rail system, and especially if stations are constructed in downtown

Palo Alto, will be dealt with.

Thank you very much for your consideration of these concerns.



11 conclusion

Sincerely,

Peter and Sharon Tsui
Residents of Palo Alto
SouthGate Neighborhood.

650-387-6573

650-838-9333

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:36 PM
To: Kris Livingston
Subject: FW: Comment for EIR/EIS

From: Julie Turner [mailto:turner@turnerboyd.com]
Sent: Wednesday, March 04, 2009 9:08 PM
To: HSR Comments
Subject: Comment for EIR/EIS

I live in Palo Alto and am very concerned about what I perceive to be the downplaying of the negative impacts (air pollution, noise pollution, visual pollution and other disruptions) to our community.

I write to make the following suggestion, to be investigated as part of the EIR/EIS process.

Specifically this: keep the train tracks at the same level they are now. Tunnel/depress the intersections (Alma, Churchill, Meadow and Charleston) just as the Oregon Expressway is depressed under the current CalTrain tracks, using turn-outs for drivers to access Alma. Surround the train tracks with sound walls of 10-15' in height. Lastly, landscape on either side of the sound walls.

Finally, instead of exercising eminent domain on the homes that line Park Boulevard and other streets along the route, encroach into Alma for any necessary increase in ROW, thereby reducing Alma to one lane each direction.

I believe that this is technically feasible and may actually cost less than the current projected per-mile price. Furthermore, I believe that this will result in far fewer eminent domain takings.

Respectfully,
Julie S. Turner

#1 air quality
#1 noise
#1 aesthetics
#2 at grade crossings
#1 noise
#1 aesthetics
#1 circulation
#6 eminent domain
#6 ROW acquisition
#2 at grade crossings
#6 eminent domain

Kris Livingston

From: Julie Tumer [turner@turnerboyd.com]
Sent: Monday, April 06, 2009 1:58 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Please consider the following in connection with the EIR/EIS:

There are certain neighborhoods along the Peninsula that would be seriously impacted by having an elevated structure towering over them. Mine is one such neighborhood.

I understand that grade separation is required for trains traveling over a certain maximum speed. I would like the HSR Authority to consider having the HSR travel below that maximum speed through such neighborhoods, thereby ameliorating the need for grade separation in those locations.

Please consider this as an amelioration of the negative visual and sound impacts in residential neighborhoods, and provide information on how much extra time this would truly require (I suspect it would amount to less than 10-15 minutes all told) and genuine estimates on the impact of ridership.

I would also ask that the HSR consider having one dedicated track instead of two in such areas, so as to minimize or eliminate the need for eminent domain of adjoining properties. The use of one track is feasible if the timing of the trains is coordinated.

Julie S. Tumer, Esq.

Turner Boyd LLP
2625 Middlefield Rd. #675
Palo Alto, CA. 94306

650-494-1530 (direct)
408-914-1456 (cell)
650-472-8028 (fax)
tumer@turnerboyd.com
www.turnerboyd.com

This email may contain material that is confidential, privileged and/or attorney work product for the sole use of the intended recipient. Any review, reliance or distribution by others or forwarding without express permission is strictly prohibited. If you are not the intended recipient, please contact the sender and delete all copies.

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:56 PM
To: Kris Livingston
Subject: FW: Comments on the HSR in Palo Alto

From: Julie Turner [mailto:turner@turnerboyd.com]
Sent: Monday, February 09, 2009 1:24 AM
To: HSR Comments
Subject: Comments on the HSR in Palo Alto

To the HSR Authority:

I write to express grave concern about the impact of the proposed HSR on my community (Palo Alto) and the surrounding communities of Menlo Park, Atherton, Mountain View and Sunnyvale.] #11 Intro

From what I understand, the plan is to build the HSR on an elevated rail, with sound barrier walls and electric towers projecting even higher. Such a construction would wreak grievous harm on our communities. It would divide our towns, with the sections nearest the HSR being marginalized and devalued. It would significantly and vastly decrease the values of literally thousands of homes and other residential property. It would create visual ugliness seen by many adjacent neighborhoods. It would inevitably cause noise that will project for blocks around, particularly from the current commuter and freight trains.] #12 Electric
#1 Community
separation
#6 Property values
#1 Aesthetics
Noise

I have lived in Japan, where they have a high speed rail that connects a number of cities. All of the lines are tunnelled or trenched through urban and suburban residential areas, and emerge from the tunnel only when the train enters rural areas, where the impact is much less.] #2 Foreign Systems
Grade separation

I urge the HSR Authority to plan to tunnel the train between San Francisco and San Jose. This project puts an unbearable burden on neighborhoods that are already putting up with train noise and inconvenience. We do not need or want this burden and the concomitant destruction of the equity we have built in our homes. If we cannot get amelioration by tunnelling, I suspect the NIMBY crowd will ultimately take enough legal action to delay and perhaps defeat the HSR.] #2 Tunnel
#1 Noise

Regards,
Julie S. Turner, Esq.
Palo Alto, CA

San Jose to San Francisco Scoping comment on a small postcard by Thelma Tuttle

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety?
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base?
- How will you avoid destroying our trees and impacting on local wildlife?
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 safety

#1 noise

#1 public
svc

#6 prop value

#1 bio
aesthetics
air quality

Name	Address	Additional Comments on the Card
Thelma Tuttle	3499 Bryant St, Palo Alto 94306	None

I-SC 463

Kris Livingston

From: Anne Urban [anne.urban@sbcglobal.net]
Sent: Friday, April 03, 2009 11:42 AM
To: HSR Comments
Cc: Bill Nitzberg
Subject: San Francisco to San Jose HST

Hello,

My husband and I strongly support high speed rail in California. California desperately needs to reduce its dependence on car travel. We're innovators in technology, and we often lead the rest of the country in social and environmental issues. However, we're stuck in the 19th century where mass transit is concerned.

#8 support

When my husband and I travel, we almost always use the local rail system. We've used and love the high speed trains in Japan. We use the trains for all our travel in Germany. It's fast and simple, and trains make it easy for visitors to get around. And trains encourage some walking, so people stay fit. It's time for California to join the civilized world.

#8 support

#2 foreign system

Regards,
Anne Urban
Mountain View, CA

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:49 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Jonathan Usich [mailto:jon.usich@gmail.com]
Sent: Monday, February 23, 2009 10:35 PM
To: HSR Comments
Cc: Jonathan & Larisa Usich
Subject: San Francisco to San Jose HST

As a resident of Palo Alto, I am very concerned about the planned HSR route from San Jose to San Francisco. The idea of an elevated railway cutting a swath through the heart of the San Francisco Peninsula will be a blight upon all of the impacted communities. If HSR is inevitable, a tunnel must be considered as the only viable option for the peninsula span. Underground will minimize the negative impact on the peninsula and improve safety compared to existing Caltrain system.

Jonathan Usich
1590 Madrono Ave
Palo Alto, CA
650-384-6222

2
elevated
railway
#1 comm.
2 impact
tunnel
underground

San Jose to San Francisco Scoping comment on a small postcard by Marie Vida

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *aesthetics
air quality*

Name	Address	Additional Comments on the Card
Marie Vida	4097 Park Blvd, Palo Alto 94306	None

I-5C 466

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:35 PM
To: Kris Livingston
Subject: FW: High Speed Rail- San Jose to San Francisco Segment

From: Naunihal Virdi [mailto:naunihalv@yahoo.com]
Sent: Thursday, March 05, 2009 9:07 AM
To: HSR Comments
Subject: High Speed Rail- San Jose to San Francisco Segment

To whom it may concern:

I recently saw news articles that Palo Alto residents were concerned about the new high-speed rail along the San Jose to San Francisco segment. As I read further, this new rail is supposed to run along the current Caltrain corridor. As a resident of Mountain View who lives close to the current Caltrain, I am concerned about the project plan.

#11 intro

First, can you tell me how you are planning to help us deal with the noise and vibrations that this new train will bring. The Caltrain corridor runs through neighborhoods with housing right next to the tracks. Deep vibrations may cause damage to existing structures and additional soil settling. Running heavy trains through this area does not seem like a practical solution in the long-run.

#1 noise.
#1 vibration

Second, having a noisy train will reduce home values along the Caltrain corridor even further. Who wants to live next to a high-speed rail?

#1 noise
#6 property value

Most of all, how come we were not notified by mail about these plans? Have you also notified all along the corridor about your plans?

I will be speaking with my city council as I am angry that there was no notification for residents along the corridor. I am also upset that your website was difficult to understand. The maps were not detailed to provide the new path at the street level. You only provided a high level shot with no detail that can help us (the residents) to better understand what impact YOUR plans will have on us.

#7 information request
#7 poor outreach notification

Regards,

Naunihal S. Virdi

Kris Livingston

From: Naunihal Viridi [naunihalv@yahoo.com]
Sent: Thursday, March 05, 2009 9:07 AM
To: HSR Comments
Subject: High Speed Rail- San Jose to San Francisco Segment

To whom it may concern:

I recently saw news articles that Palo Alto residents were concerned about the new high-speed rail along the San Jose to San Francisco segment. As I read further, this new rail is supposed to run along the current Caltrain corridor. As a resident of Mountain View who lives close to the current Caltrain, I am concerned about the project plan.

#11 Intro

First, can you tell me how you are planning to help us deal with the noise and vibrations that this new train will bring. The Caltrain corridor runs through neighborhoods with housing right next to the tracks. Deep vibrations may cause damage to existing structures and additional soil settling. Running heavy trains through this area does not seem like a practical solution in the long-run.

#1 Noise
Vibration

Second, having a noisy train will reduce home values along the Caltrain corridor even further. Who wants to live next to a high-speed rail?

#1 Noise
#6 Property
values

Most of all, how come we were not notified by mail about these plans? Have you also notified all along the corridor about your plans?

#7 Transparency

I will be speaking with my city council as I am angry that there was no notification for residents along the corridor. I am also upset that your website was difficult to understand. The maps were not detailed to provide the new path at the street level. You only provided a high level shot with no detail that can help us (the residents) to better understand what impact YOUR plans will have on us.

#7 Inside
Maps

Regards,

Naunihal S. Viridi

#7 poor
public
outreach

#7 notification

Kris Livingston

From: h2op@aol.com
Sent: Sunday, April 05, 2009 10:19 AM
To: HSR Comments
Subject: san francisco to san jose HST
Attachments: HSRA.4.5.09.Vlasic.comments.doc

Comments are attached in file as well as written below:

#11 intro

Subject: Scoping Comments, Project EIR/EIS for San Francisco to San Jose
High-Speed Train System (HST), SCH#2008122079

1. We support the scoping comments provided to the Authority by the City of Palo Alto. In addition we offer some specific concerns as set forth below.

2. Any and all Project level EIR plan alternatives considered must be demonstrated to be consistent with the general findings in the adopted Program EIR. Specifically, in your findings of fact, you concluded impacts on community cohesion would be low, that you would maintain neighborhood integrity and that the project would have a beneficial effect on community cohesion by improving circulation. The design options suggested at the scoping sessions as well as right of way limitations in many neighborhoods along the route seriously challenge these earlier conclusions and commitments.

3. The analysis of the preferred plans and environmentally appropriate alternatives must include identify real world examples that show similar HST configurations in similar residential neighborhoods to that found on the Peninsula and along the train route (e.g., Palo Alto, Menlo Park, Atherton, Willow Glen, etc.). Planning/transportation staff and city officials from the impacted cities, as well as some representative property owners that back up to the line should be taken to these real world locations and provided an opportunity to fully experience the HST use. Only with such experiences can appropriate environmental evaluations be made relative to the project level EIR effort. It is essential that the tight conditions along the Peninsula corridor particular, not be a testing ground to see if the system can work. The potential costs of such a testing procedure could be catastrophic.

4. We stress that the above analysis (comment 3) is needed as HST representative Don Spaethling specifically told us at the scoping sessions that the HST Authority needed to build the Central Valley link first so that the system design and operation could be better understood. If this is the case, then EIR work should be pursued for the Peninsula until a Central Valley link is in place and tested where it can do no harm. If the HST Authority has no practical experience to build off of, it should not use the Peninsula route as a test as the potential neighborhood and community impacts are huge and could not be undone.

5. Given the economic limitations facing the project, California and the nation, the EIR needs to clearly demonstrate that construction of both the HST and an electrified Caltrain are justified. A fair and complete analysis in the EIR/EIS is needed relative to actual time savings between the two systems. There needs to be a hard look taken relative to actual ridership projections taking into account the economic crisis and its impact on growth projections. If such fair and complete analysis show that time savings are not huge and ridership projections need to be lowered, then it may make economic sense not to build both new systems along the Peninsula route. We need to be assured that we are not wasting money for duplicative services just to showcase a system. The EIR should clearly demonstrate that the system is justified in terms of meeting actual service needs and justified economically.

Thank you for the opportunity to present these comments to the HST Authority. We look forward to their complete analysis and response during the course of drafting and public reviews of the subject project level EIR/EIS.

Sincerely,

Tom and Linda Vlasic

I-SC 4'69.

1540 Mariposa Avenue
Palo Alto, CA 94306

The Average US Credit Score is 692. See Yours in Just 2 Easy Steps!

April 5, 2009

Transmitted by email:

Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Scoping Comments, Project EIR/EIS for San Francisco to San Jose
High-Speed Train System (HST), SCH#2008122079

Dear Mr. Morshed and HST Board:

The following comments are provided in response to the Authority's Notice of Preparation and information provided by HST representatives at scoping and other public meetings conducted in the Palo Alto area during February and March.

1. We support the scoping comments provided to the Authority by the City of Palo Alto. In addition, we offer some specific concerns as set forth below.
2. Any and all Project level EIR plan alternatives considered must be demonstrated to be consistent with the general findings in the adopted Program EIR. Specifically, in your findings of fact, you concluded that impacts on community cohesion would be low, that you would maintain neighborhood integrity and that your project would have a beneficial effort on community cohesion by improving circulation. The design options suggested at the scoping sessions as well as right of way limitations in many neighborhoods along the route seriously challenge these earlier conclusions and commitments.
3. The analysis of the preferred plans and environmentally appropriate alternatives must include or identify real world examples that show similar HST configurations in similar residential neighborhoods to those found on the Peninsula and along the train route (e.g., Palo Alto, Menlo Park, Atherton, Willow Glen, etc.). Planning/transportation staff and city officials from the impacted cities, as well as some representative property owners that back up to the line should be taken to these real world locations and provided an opportunity to fully experience the HST use. Only with such experiences can appropriate environmental evaluations be made relative to the project level EIR effort. It is essential that the tight conditions along the Peninsula corridor in particular, not be a testing ground to see if the system can work. The potential costs of such a testing process could be catastrophic.
4. We stress that the above analysis (comment 3) is needed as HST representative Dominic Spaethling specifically told us at the scoping sessions that the HST Authority needed to build the Central Valley link first so that the system design and operation could be better understood. If this is the case, then no EIR work should be pursued for the Peninsula until a Central Valley link is in place and tested where it can do no harm. If the HST Authority has no practical experience to build off of, it should not use the Peninsula route as a test as the potential neighborhood and community impacts are huge and could not be undone.
5. Given the economic limitations facing the project, California and the nation, the EIR needs to clearly demonstrate that construction of both the HST and an electrified

#11 intro

#11 intro

#1 oper. env. impacts

#1 community impacts

#1 EJ comm. separation

#1 op. env. impacts

#1 Alternatives

#1 operation env. impacts

#2 Alternate Route

#1 Safety

#15 construction & operational costs

I-SC 469

Caltrain are justified. A fair and complete analysis in the EIR/EIS is needed relative to actual time savings between the two systems. There needs to be a hard look taken relative to actual ridership projections taking into account the economic crisis and its impacts on growth projections. If such fair and complete analysis show that time savings are not huge and ridership projections need to be lowered, then it may make economic sense not to build both new systems along the Peninsula route. We need to be assured that we are not wasting money for duplicative services just to showcase a system. The EIR should clearly demonstrate that the system is justified in terms of meeting actual service needs and justified economically.

3 free.
of trains

Thank you for the opportunity to present these comments to the HST Authority. We look forward to their complete analysis and response during the course of drafting and public reviews of the subject project level EIR/EIS.

#11
conclusion

Sincerely,

Tom and Linda Vlasic
1540 Mariposa Avenue
Palo Alto, CA 94306



April 5, 2009

Original Transmitted by email:

Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Scoping Comments, Project EIR/EIS for San Francisco to San Jose
High-Speed Train System (HST), SCH#2008122079

Dear Mr. Morshed and HST Board:

The following comments are provided in response to the Authority's Notice of Preparation and information provided by HST representatives at scoping and other public meetings conducted in the Palo Alto area during February and March. #11

1. We support the scoping comments provided to the Authority by the City of Palo Alto. In addition, we offer some specific concerns as set forth below. #11
2. Any and all Project level EIR plan alternatives considered must be demonstrated to be consistent with the general findings in the adopted Program EIR. Specifically, in your findings of fact, you concluded that impacts on community cohesion would be low, that you would maintain neighborhood integrity and that your project would have a beneficial effort on community cohesion by improving circulation. The design options suggested at the scoping sessions as well as right of way limitations in many neighborhoods along the route seriously challenge these earlier conclusions and commitments. #1 alternative #1 traffic
3. The analysis of the preferred plans and environmentally appropriate alternatives must include or identify real world examples that show similar HST configurations in similar residential neighborhoods to those found on the Peninsula and along the train route (e.g., Palo Alto, Menlo Park, Atherton, Willow Glen, etc.). Planning/transportation staff and city officials from the impacted cities, as well as some representative property owners that back up to the line should be taken to these real world locations and provided an opportunity to fully experience the HST use. Only with such experiences can appropriate environmental evaluations be made relative to the project level EIR effort. It is essential that the tight conditions along the Peninsula corridor in particular, not be a testing ground to see if the system can work. The potential costs of such a testing process could be catastrophic. #5 Save cost by providing examples
4. We stress that the above analysis (comment 3) is needed as HST representative Dominic Spaethling specifically told us at the scoping sessions that the HST Authority needed to build the Central Valley link first so that the system design and operation could be better understood. If this is the case, then no EIR work should be pursued for the Peninsula until a Central Valley link is in place and tested where it can do no harm. If the HST Authority has no practical experience to build off of, it should not use the Peninsula route as a test as the potential neighborhood and community impacts are huge and could not be undone. #7 Peninsula not test case

I-SC 470

5. Given the economic limitations facing the project, California and the nation, the EIR needs to clearly demonstrate that construction of both the HST and an electrified Caltrain are justified. A fair and complete analysis in the EIR/EIS is needed relative to actual time savings between the two systems. There needs to be a hard look taken relative to actual ridership projections taking into account the economic crisis and its impacts on growth projections. If such fair and complete analysis shows that timesavings are not huge and ridership projections need to be lowered, then it may make economic sense not to build both new systems along the Peninsula route. We need to be assured that we are not wasting money for duplicative services just to showcase a system. The EIR should clearly demonstrate that the system is justified in terms of meeting actual service needs and justified economically.

Thank you for the opportunity to present these comments to the HST Authority. We look forward to their complete analysis and response during the course of drafting and public reviews of the subject project level EIR/EIS.

Sincerely,

Tom and Linda Vlasic
1540 Mariposa Avenue
Palo Alto, CA 94306



#1
Economic
impact

#2
ridership

#3
Economic
justification

#4

Kris Livingston

From: Vijay Vusiri [vijay.vusiri@gmail.com]
Sent: Saturday, March 21, 2009 2:30 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I wish to submit the following comments regarding the proposed HST from San Francisco to San Jose. I attended to public comment meeting held in Palo Alto and tried to gather as many details as possible and weigh the pros and cons of HST.

#1 Intro

- We live only a block away from the current CalTrain route and this proposed HST will negatively impact our lives and significantly and hence I urge you to consider the "no build" or "alternative route" or "Buried options" very seriously.

#2 Underground

- We are quite concerned about the impact of grade separation on access to my daughter's school. We will be walking or biking to her school which is on the other side of the train tracks and the proposed wall will be disruptive to simple things like walking the kids to school and back.

#2 Grade separation

- We have a very nice walkable, bikable community with an immense sense of community and having a blight of a wall divide the city is highly detrimental to some of the best residential neighborhoods in the country.

#1 Aesthetics
Community separation

- I am also concerned about the excessive noise and safety factors from the high speed elevated train option. I urge you to do a facts based Environmental impact analysis and make a true, unbiased and honest assessment rather than "go through the motions" to fit a pre-determined conclusion. This is a very important issue for the communities and it the community deserves a fair assessment and needs its concerns heard and make changes in response to these genuine concerns.

#1 Noise, safety

- This concern is more than the usual "Not in my backyard" mentality. I am all for development when it makes sense even if it means a few personal sacrifices in terms of inconvenience. However, this project raises serious issues about a dramatic impact on some great communities and alternative options should be explored with serious intent.

#1 Conclusion

Best regards,
Vijay Vusirikala
4202 Ruthelma Avenue
Palo Alto, CA

Duplicate?

Kris Livingston

From: Vijay Vusiri [vijay.vusiri@gmail.com]
Sent: Saturday, March 21, 2009 2:30 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

I wish to submit the following comments regarding the proposed HST from San Francisco to San Jose. I attended to public comment meeting held in Palo Alto and tried to gather as many details as possible and weigh the pros and cons of HST.

#1 Intro

- We live only a block away from the current CalTrain route and this proposed HST will negatively impact our lives and significantly and hence I urge you to consider the "no build" or "alternative route" or "Buried options" very seriously.

#2 No-build
Alignment
Tunnel

- We are quite concerned about the impact of grade separation on access to my daughter's school. We will be walking or biking to her school which is on the other side of the train tracks and the proposed wall will be disruptive to simple things like walking the kids to school and back.

#2 Grade Separation/
Crossing
#2 public
services

- We have a very nice walkable, bikable community with an immense sense of community and having a blight of a wall divide the city is highly detrimental to some of the best residential neighborhoods in the country.

#1 Community
separation

- I am also concerned about the excessive noise and safety factors from the high speed elevated train option. I urge you to do a facts based Environmental impact analysis and make a true, unbiased and honest assessment rather than "go through the motions" to fit a pre-determined conclusion. This is a very important issue for the communities and it the community deserves a fair assessment and needs its concerns heard and make changes in response to these genuine concerns.

#1 Noise
Safety

- This concern is more than the usual "Not in my backyard" mentality. I am all for development when it makes sense even if it means a few personal sacrifices in terms of inconvenience. However, this project raises serious issues about a dramatic impact on some great communities and alternative options should be explored with serious intent.

#1 Conclusion

Best regards,
Vijay Vusirikala
4202 Ruthelma Avenue
Palo Alto, CA

I-5C 472

Kris Livingston

From: Lucy Wang [lucywang6@yahoo.com]
Sent: Friday, March 13, 2009 6:06 PM
To: HSR Comments
Cc: lucywang6@yahoo.com
Subject: Please save our community and human right

Dear Sir/Madam,

Your current plan for building elevated track structure for High Speed Rail in the existing Caltrain right-of-way from San Jose to San Francisco is a disaster and **absolutely unacceptable** to our community. It divides our community into two and has greatly decreased our property values and the quality of living. There is NO previous case to build such a system/structure in any highly populated area in any civilized countries.

] #9 Opposition

] #1 Community Separation
] #6 Property values

To save our community and our basic human right, **please stop it immediately**. We shall

- 1) stop the High Speed Rail at San Jose, or
- 2) take different route (e.g., in the route of highway 101 or 280), or
- 3) move it to underground.

] #9 Opposition

] #2 Termination in San Jose

] #2 Alignment Alternative

] #2 Tunnel

Please stop the plan for building elevated track structure for High Speed Rail immediately!

] #9 Opposition

Your Sincerely,
Xiaohong (Lucy) Wang
Palo Alto, CA

Kris Livingston

From: qiang wang [qwang_10@yahoo.com]
Sent: Friday, March 13, 2009 6:08 PM
To: HSR Comments
Subject: Please stop it immediately!

Dear Sir/Madam,

Your current plan for building elevated track structure for High Speed Rail in the existing Caltrain right-of-way from San Jose to San Francisco is a disaster and **absolutely unacceptable** to our community. It divides our community into two and has greatly decreased our property values and the quality of living. There is NO previous case to built such a system/structure in any highly populated area in any civilized countries.

#9 Opposition
#1 Community Separation
#6 Property values

To save our community and our basic human right, **please stop it immediately**. We shall

- 1) stop the High Speed Rail at San Jose, or
- 2) take different route (e.g., in the route of highway 101 or 280), or
- 3) move it to underground.

#9 Opposition
#2 Terminate in San Jose
#2 Alternate Alignment
#2 Tunnel

Please stop the plan for building elevated track structure for High Speed Rail immediately!

#9 Opposition

Your Sincerely,
Qiang Wang
Palo Alto, CA

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:56 PM
To: Kris Livingston
Subject: FW: SJ to SF

From: Judith Wasserman [mailto:jwarqiteq@aol.com]
Sent: Friday, February 06, 2009 4:58 PM
To: HSR Comments
Subject: SJ to SF

Please please please underground this train!
Judith Wasserman AIA

] #2 Tunnel

Bressack and Wasserman Architects
751 Southampton Drive
Palo Alto CA 94303
ph: 650 321-2871
fx: 650 321-1987



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Feb 17 Palo Alto

Name (please print): Judith Wasserman

City: Palo Alto

State: CA Zip: 94303

Title (if applicable):

Phone:

Fax:

Organization/Business (if applicable):

E-mail: JWARPITE@aol.com

Address 751 Southampton Dr.

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

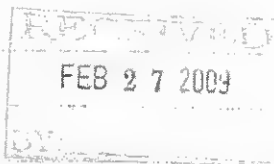
The tunneling option should be Option 1, since it is far better for the SF Peninsula communities than being divided by the enormous embankment. The above-ground design is very divisive and ugly, and also untenably noisy. It is the LAST choice. Putting all 4 tracks in tunnels reunites our cities and creates useful & beautiful spaces. It will keep Caltrain running during construction. Although it may be more expensive, that is the only drawback.

#1 EJT community Separation

#1 noise
#1 Aesthetics

#2 tunnel
#1 Dec & open space

#1 cost (construction)



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

April

I-SL 476

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:49 PM
To: Kris Livingston
Subject: FW: Question about SFO-SJC HST

From: Webb, Pete [mailto:PWebb@pcgfirm.com]
Sent: Tuesday, February 24, 2009 10:57 AM
To: HSR Comments
Subject: Question about SFO-SJC HST

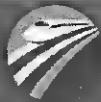
I am unable to attend the public information meeting in Palo Alto on 2/26 but would like to know: a) Will there be minutes and/or other write-up following the meeting? And b) Are there other meeting dates in other localities that I might be able to attend?

Thank you for your attention.

— Pete Webb

Pete Webb
Pacific Consulting Group
399 Sherman Ave Suite 1
Palo Alto, CA 94306
650-327-8108
Fax 650-324-8638
pwebb at pcgfirm dot com

Info.
Request
7
info
Reply
webb



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): Lisa Westrich City: Palo Alto State: CA Zip: 94306

Title (if applicable): _____ Phone: 650-494-1162 Fax: _____

Organization/Business (if applicable): _____ E-mail: Westrich.taylor@comcast.net

Address 365 Parkside Drive

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.



I have become increasingly concerned about HSR as I learn more about it. I certainly would not have voted for it if I'd had more details - I feel fooled! Sending the HSR through the Peninsula on elevated tracks/or above ground would have an enormous environmental impact - on noise levels, increased auto traffic if we have a station especially. It would be ugly, create a barrier dividing our communities further, and potentially lead to blight. It would be a total disaster, devalue or properties & destroy our quality of life! Imminent Domain - the nerve! when there are other viable options.

I am all for public transportation & the IDEA of HRS - but it MUST be done right, and not be something we regret in 20 years.

If it can't be tunneled up the whole Peninsula then I will actively participate in a NO-Build ^{campaign} option. Put the \$ into Cal Train baby bullet upgrades & a very user friendly transfer station in San Jose where you can choose to get on Caltrain to SF or BART to the East Bay. It would be the most cost effective option w/ least impact!!

NO-BUILD or TUNNEL

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

7 Misleading

1 EJ
AQ
AES.
NOISE
TRAFFIC

6
PROVALUE
EMINENT
DOMAIN

1
community
impact

9
OPPOSITION

2
UNDERGROUND
TRACK
NO BUILD
DIFF ALON.

5
COSTS

Expect a big fight over any other option!

Fold and Tape Before Mailing

I-SC 478

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:01 PM
To: Kris Livingston
Subject: FW: High Speed Rail project, Palo Alto

-----Original Message-----

From: giraffe@giraffe.com [mailto:giraffe@giraffe.com]
Sent: Thursday, January 29, 2009 3:42 PM
To: HSR Comments
Subject: High Speed Rail project, Palo Alto

To the committee:

We are gradually but quickly losing the residential character that has made Palo Alto such a special place. Putting the High Speed Rail on Alma St. will have a huge impact on what is left. WE WHO WILL BE IMPACTED STRONGLY URGE YOU TO CHANGE THE LOCATION.

There are other options for the train route. It does not need to go through our densely populated residential neighborhoods.

Imagine how this will negatively impact the traffic, NOISE and visual aesthetics of our city. Not to mention the safety issues - Palo Alto High School is adjacent to these tracks. All of these will negatively impact our property values. My husband lived through the Bart expansions in the East Bay and saw first hand the damage they did to the neighborhoods there. No one wants to live near a 6 track elevated high speed train.

Please, for the sake of the community, change this route!

CORINNE WHITAKER
giraffe@giraffe.com
www.giraffe.com
650-330-0871

#2 Alt route
#1 community impacts
#2 Alt route
#1 circulation noise aesthetics

Kris Livingston

From: Marjan Wilkes [marjan@e-wilkes.com]
Sent: Monday, March 09, 2009 8:19 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Greetings,

I am a proponent of public transportation, and welcome a high speed rail link between LA and SF. However, dividing the Peninsula in two by means of a giant wall is unacceptable. It will be unsightly, the noise of the trains will be a greater nuisance than it already is. I live on Park Blvd. in Palo Alto, right along the Caltrain tracks. Putting the train in a tunnel sounds like a much better plan. I understand that creating the tunnel will cause disruption. I am willing to live with that because I think the HST is worth it. Elevating the train track would permanently cause disruption for me and all the other families who live close, and not so close, to the tracks. It would permanently lower our quality of life.

#1 community separation
#1 aesthetics
#1 noise
#2 tunnel
#1 community impacts

If you are one of the decision makers, please ask yourself, would you accept the HST in your back yard?

Thank you for your consideration,

#11 conclusion

marjan wilkes

PS, Palo Alto seems the obvious place to put a station. Think of all the Stanford students, faculty, visitors, and families of patients at the Stanford Hospitals and the VA hospital, who come from all over the place. Good public transportation nearby would be a great benefit for them.

#2 station location

Kris Livingston

From: Sid Wilkins [sidwilkins@sbcglobal.net]
Sent: Sunday, April 05, 2009 6:10 PM
To: HSR Comments
Subject: sf to sj hpt project

Please put the route through the peninsula underground in a tunnel. Don't destroy the neighborhoods along that route. *7#2tunnel*
Thank you,
Sid Wilkins
345 manzanita ave.
Palo Alto, 94306

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:54 PM
To: Kris Livingston
Subject: FW: Yes, In My Backyard

-----Original Message-----

From: Drew Williams [mailto:drew.williams@gmail.com] On Behalf Of Drew Williams
Sent: Sunday, February 15, 2009 9:12 PM
To: HSR Comments
Subject: Yes, In My Backyard

This will be brief, but I wanted to send you an email in support of the California High-Speed Train Project.

I am a resident of Mountain View, near enough to downtown that I can hear the current Caltrains. Recently there was a discussion of this project on our neighborhood email group that featured a lot of misinformation, fear, uncertainty and doubt.

I will not deny that there remain significant challenges to implementation ahead. In Mountain View, specifically, determining the best way to address the current grade crossing at Castro (and elsewhere up and down The Peninsula) will be difficult, but is by no means unsolvable.

Having experienced the efficiency and convenience of high-speed rail in Japan, I understand the benefits that it can bring to our state.

Please let me know what I can do to help advocate for this project.

Best regards,
Andrew Williams
377 Yosemite Ave
Mountain View, CA 94041-2179
650.307.2864

#1 Support
#2
#8/#9
misinformed
public
#2
grade
crossing
#8

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:03 PM
To: Kris Livingston
Subject: FW: Opposing the high speed rail through Mountain View

-----Original Message-----

From: Becky Willrich [mailto:willrich@mac.com]
Sent: Thursday, January 29, 2009 9:35 AM
To: HSR Comments
Subject: Opposing the high speed rail through Mountain View

I just want to join the Mountain View Voice in registering my opposition to the high speed rail through downtown Mountain View. We have a thriving downtown based on foot traffic; I do not see how a high speed rail could fit in that vision. I would hate to see the character of the downtown destroyed. Please explore other options. I believe Palo Alto and Sunnyvale will have similar problems, passing right by the high school in Palo Alto and the downtown in Sunnyvale, but I'm not a resident of those cities; I am a resident of Mountain View. I love the idea of high speed rail, but not at the expense of every community along the route! I understand elevating the train is not an option; if underground is considered, I would be willing to vote to fund such an initiative. I understand moving Castro under the train is being considered; I don't think that would save the downtown; walking through a tunnel is no fun, and maintaining the open and welcoming feel of downtown is necessary to keep attracting all comers.

Cordially,
Becky Willrich
202 Orchard Glen Court
Mountain View, CA

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:03 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: Becky Willrich [mailto:willrich@mac.com]
Sent: Thursday, January 29, 2009 9:37 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

I just want to join the Mountain View Voice in registering my opposition to the high speed rail through downtown Mountain View. We have a thriving downtown based on foot traffic; I do not see how a high speed rail could fit in that vision. I would hate to see the character of the downtown destroyed. Please explore other options. I believe Palo Alto and Sunnyvale will have similar problems, passing right by the high school in Palo Alto and the downtown in Sunnyvale, but I'm not a resident of those cities; I am a resident of Mountain View. I love the idea of high speed rail, but not at the expense of every community along the route! I understand elevating the train is not an option; if underground is considered, I would be willing to vote to fund such an initiative. I understand moving Castro under the train is being considered; I don't think that would save the downtown; walking through a tunnel is no fun, and maintaining the open and welcoming feel of downtown is necessary to keep attracting all comers.

Cordially,
Becky Willrich
202 Orchard Glen Court
Mountain View, CA

#1 circulation
#1 community impacts
#1 public services
#2 underground
#1 economic impacts

dup.
but different time
stamp

I-SC 484

Kris Livingston

From: Lynn Wilson [drjrwils@pacbell.net]
Sent: Sunday, April 05, 2009 7:45 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

April 5, 2009

Mr. Dan Leavitt, Deputy Director

California High-Speed Rail Authority, San Francisco to San Jose HST

925 L Street, Suite 142S

Sacramento, CA 95814

Mr. Leavitt:

I have 4 very specific questions and comments re: San Francisco to San Jose HST. I request that these questions be answered in the project-level EIR effort, therefore, please attach these comments to the proper location for the program-level EIR/project-level EIR.

1) What will happen to Alma Street in Palo Alto? We're talking 1 or 2 sets of new rail PLUS the Caltrain rails. (You can't remove the current rails, as that's our commuter train on the Peninsula, plus it carries freight that you don't ever want to shift to trucks on the highway.) Since Alma runs about 10' away from the Caltrain tracks for much of its length in Palo Alto, how can you possibly build high-speed rail without taking out a portion of Alma? This holds whether you choose to build a berm or to build an enormous retaining wall. And if you build a berm, how wide will it be at the base?

2) What happens to the traffic displaced by the reduction or loss of Alma? Alma carries as much or sometimes more traffic than El Camino (fewer stop lights, traffic moves faster)—where will this traffic go with Alma impaired or gone? Where will it go if Alma is left, but cut to fewer lanes? I was on El Camino last summer when a small amount of traffic was shifted to El Camino from Foothill Expressway (a location where Foothill is only 2 lanes through Stanford) and it took me 45 minutes to make a trip that only takes 10 minutes normally. The effect on traffic congestion of 5 times the traffic displaced from Alma—the entire length of Alma in Palo Alto—to El Camino is going to be tremendous gridlock at all times of the day on El Camino. And not just El Camino in Palo Alto; all the adjacent cities will be impacted. Interference with Alma is going to do the opposite of what you advertised in your ads last fall before the election—rather than what you projected, the high-speed train will increase traffic congestion, increase gridlock, increase energy consumption by cars waiting for 3-4 cycle changes to get through red lights, increase pollution, and increase global warming.

3) How wide does the rail corridor have to be to accommodate station platforms for embarking and disembarking passengers? The high-speed rail tracks will have to be separated by quite a distance from the current tracks, for safety reasons. One safety consideration is that stations require broad platforms for passengers to embark and disembark—and there are stations at every city along the Peninsula.

If, as shown in the newspapers, the HST runs on two dedicated tracks, access to the trains for passengers is going to be very complicated.

#7 info request

#11 info

#2 tracks (#)
#3 coordination w/ Freight
#6 road acquisition

#1 traffic circulation

#2 tracks

#1 safety
#2 tracks

#1 traffic circulation
#2 tracks

I-SC 485

If HST has the center tracks, CalTrain passengers will have a dangerous access problem to reach the outside track. If the HST runs on the outside tracks, HST passengers will be subject to danger crossing the CalTrain tracks. If there are any HST station stops on the Peninsula, HST will have to have access to the station platform- will this be the same platform used by CalTrain? Any of these scenarios calls up a difficult station modification scenario or a very expensive new station design if passenger safety is to be respected. At the high speeds that you have promised for your trains, any curves in the tracks in station areas could increase the risk of derailment. What we don't need in neighborhoods at any place along the Peninsula is a projectile the size of a passenger train sailing off a 30' high structure into a housing complex, or, as is the case in Palo Alto, into a high school or medical center.

#3 transfer btw systems.

#1 safety
#2 tracks
#1 traffic & circulation
#3 coordination w/ other agencies
#3 shared stations

4) If you plan on leaving Alma intact-all 4 lanes-then where will the new rails go? Do you plan to remove a large portion of the Palo Alto Clinic, the Palo Alto High School, McArthur Park, Stanford Park Hotel in Menlo Park, the new high-density housing in Menlo Park, and all those apartment complexes built along the Caltrain corridor from Menlo Park to Sunnyvale? And it goes without saying that, whatever route you pick, the famous El Palo Alto redwood tree will be destroyed.

#1 traffic & circulation
#6 ROW Acquis

#1 biological resources

Sincerely,

Dr. Lynn Wilson

Kris Livingston

From: Joan Wilson [joan1123@comcast.net]
Sent: Saturday, April 04, 2009 3:50 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Gentlemen:

We have thought long and hard about the proposed HST and find the proposal lacking in concerns about the economic, environmental, and quality of life issues. Furthermore, the public did not know you were planning to essentially bi-furcate the Peninsula with the (Berlin) Wall the length of it. Had most of us in this area known of the plans, it would surely not have passed. The devious behavior on the part of the HSR Board (or is it incompetence?) lead most of us to feel that, until last week, you thought you could push this through without proper reporting.

#11 intro
#1 E Comm.
separation
#7 transparency

We have several questions:

1) What about the impact of the TREE after which Palo Alto is named? According to arborists, it will be impossible to protect it under your current plans and it should live for another 300 years.

#1 biological resources

2) Why was the Pacheco Pass chosen over the Altamont Pass?

#2 Alternate route

3) Why isn't the project ending in San Jose? Travelers could then take a train up the East side of the Bay or up the Peninsula without much extra time. We understand Mayor Newsom wants it, but he might change his mind when he fears he wouldn't get our votes for governor. This would engender a lot less turmoil for those living on the Peninsula and still succeed in having very fast train service to and from northern and southern California.

#2 terminate in San Jose

4) If there is a HSR up the Peninsula, what about tunneling the whole project? It's greener, far less noisy, doesn't divide the Peninsula, and could be economically viable with the housing, etc. that could be built on top of it. Also, wouldn't it be great to have a fifty mile long bike path from San Francisco to San Jose? That is a much better plan than looking at an ugly wall which will be covered with graffiti. If the English and the French can build a chunnel, there is no reason we can't build a tunnel. According to experts in this field, it can be done here in California.

#3 tunnel
#1 Aesthetics
#2 foreign system

We expect you to address our issues and rethink the plan as it now stands.

#11 conclusion

Sincerely,

William B. and Joan E. Wilson
101 Miramonte Avenue
Palo Alto, CA 94306

No virus found in this incoming message.

Checked by AVG - www.avg.com

Version: 8.0.238 / Virus Database: 270.11.41/2040 - Release Date: 04/03/09 17:54:00

I-SC 4876

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 2:52 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST

From: steve witte [mailto:shwitte03@yahoo.com]
Sent: Thursday, February 19, 2009 5:48 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

Mr. Leavitt,

I am concerned that the public scoping meetings have already passed and that there will be insufficient input from residents along the current SP route. This is right in our neighborhood and unless the tracks are buried below grade they will need to be elevated above grade. This will ruin our quality of life. Please let me know when the Authority plans to make the decision on grade changes (I don't imagine our comments will make any difference). This will allow us to sell our house and leave the area before property values plummet.

Regards,
Steve Witte
165 Parkside Drive
Palo Alto, CA

#7
Transparency

#7 Public
input
#2 travel
below grade
#4

#1 Community
Impacts

#6 Property
Values

Grade
Separations



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): ARUEY WOLF City: MOUNTAIN VIEW State: CA Zip: 94040

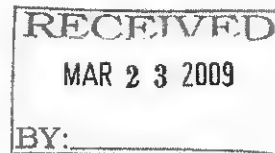
Title (if applicable): SPECIAL PROJECTS DIRECTOR Phone: (650) 906-0765 Fax: (650) 691-6117

Organization/Business (if applicable): PALO ALTO MEDICAL FOUNDATION E-mail: wolf@pamf.org

Address: 2350 W. EL CAMINO REAL, MOUNTAIN VIEW, CA 94040

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.



1
Land
Use

Palo Alto Medical Foundation, Clark Clinic located at 795 El Camino Real, Palo Alto is approximately 52 ft from the existing light rail tracks; future Women Service Clinic located at 49 Wells Ave will be constructed approximately 147 ft from existing tracks; and Main Clinic also located at 795 El Camino Real is approximately 184 ft from the existing tracks.

1
BACKGROUND
6
Local
Businesses

Due to the proximity of PAMF buildings to the tracks, the high speed trains are likely to pose vibration, noise and electrical interferences detrimental to the care of our patient and the operation of our clinics. These medical clinics are considered "sensitive receptors" housing imaging equipment such as X-Ray, MRIs and CTs. Furthermore, excessive noise in procedure and exam rooms is non conducive to reliable communication between patient, staff and physicians, and therefore is detrimental to quality patient care.

1
NOISE
LAND USE
UTILITIES
Vibration

Please examine and mitigate the impacts of vibration, noise and electrical interference to PAMF's clinical equipment and operations.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 488

Kris Livingston

From: Jeff Wolfeld [jeff_wolfeld@yahoo.com]
Sent: Friday, March 27, 2009 10:20 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Dear High Speed Rail Authority,

Please include the following comment in your project level EIR scoping process:

Action: Consider the viability of running the trains on 3rd rail power rather than overhead electrical wires, as it passes through residential neighborhoods such as Palo Alto, Menlo Park, and Atherton.

#4 Electrification
(3rd Rail)

Context: As you have doubtless already seen, many residents in these cities are very, very concerned about the eyesore that elevated tracks through their neighborhoods will represent. A portion of the ugliness comes from the assumption that overhead wires will also be present, making the visual impact even more oppressive because of its industrial appearance and substantial added height and visibility. I have read however, that the equipment which is being considered for the project can be made capable of drawing its power from either overhead cables or from third rail shoes, and can in fact switch from one to the other while traveling. If it is technically feasible (as opposed to just more expensive), please consider switching to third rail power as the train travels through these neighborhoods, and avoiding the installation of ANY overhead cables or towers so as to keep the system's profile as low as possible.

#1 Aesthetics

#4 Electrification

Sincerely,
Jeff Wolfeld
Member of the Charleston Meadows Association
Palo Alto, CA

Kris Livingston

From: Jeff Wolfeld [jeff_wolfeld@yahoo.com]
Sent: Friday, March 27, 2009 10:24 AM
To: HSR Comments
Subject: San Francisco to San Jose HST

Please consider the following as public comments to the Project Level EIR scoping process.

1. Sound Walls

Action: Please study noise impact at significantly greater distances from the track than] #1/Noise
would otherwise be considered.

Context: As you know, though sound walls may protect nearby listeners from some of the noise, more distant listeners tend to hear MORE noise than what they would have heard had there been no sound wall. I am concerned that the usual distances studied in a typical EIR will include those nearby (who may experience less noise), but exclude those more distant (who may experience more noise). The net impact of installing sound walls may in fact be zero, but the EIR could show it in a positive light since an insufficient distance was considered. This will give the Authority the false impression that sound walls would ease neighborhood impact, whereas in fact they may not.

Guidelines: Please abide by the provisions of the City of Palo Alto Noise Ordinance, PAMC Chapter 9.10 which read:

"9.10.030 Residential property noise limits.

(a) No person shall produce, suffer or allow to be produced by any machine, animal, or device, or any combination of same, on residential property, a noise level more than six dB above the local ambient at any point outside of the property plane.

(b) No person shall produce, suffer or allow to be produced by any machine, animal, or device, or any combination of same, on multi-family residential property, a noise level more than six dB above the local ambient three feet from any wall, floor, or ceiling inside any dwelling unit on the same property, when the windows and doors of the dwelling unit are closed, except within the dwelling unit in which the noise source or sources may be located."

2. Sound Walls (#2)

Action: Incorporating existing or develop new sound deadening material technology for use] #1/Noise
on sound walls.

Context: As you know, though sound walls may protect nearby listeners from some of the noise, more distant listeners tend to hear MORE noise due to reflection. It seems to me that sound deadening materials can be used on sound walls in order to mitigate this effect, though I have never seen such materials in use for this purpose. HSRA should consider investigating and perhaps developing such technology, and in either case include the cost of doing so in its cost estimates.

3. Maintain Safe Crossings During Construction

Action: During the HSR construction, it is vitally important that you ensure safe right-] #1 Safety
of-way crossings for children who walk or bicycle to and from schools. #2 Grade crossings

Context: Both Palo Alto high schools are located to the West of the tracks, and there is significant pedestrian and cyclist traffic from children who live on the East side. The same is true for many of Palo Alto's middle and elementary schools. The City of Palo Alto has made it a priority to ensure safe walking and cycling routes for these children,

and it would be the height of arrogance and irresponsibility for HSR to disregard Palo Alto's rules and standards.

4. Mid-peninsula station stop

I am forcefully against any stop in Redwood City or Palo Alto. It makes no sense. In your ridership analysis, I urge you to omit trips which begin or end in Palo Alto or Redwood City.

#2 No station in Palo Alto/Redwood City

o Riders who live in or near Palo Alto or Redwood City who are heading for points south of San Jose could easily travel to San Jose and board there, even using existing public transit if necessary.

o Riders who live in or near Palo Alto or Redwood City who are heading for anywhere north of San Jose SHOULD take public transit. HSR's charter is clearly NOT to be a commuter train, and plenty of other options already exist for these people.

o Riders who live anywhere OUTSIDE of Palo Alto or Redwood City could just as easily drive or take public transit to San Jose, Millbrae or San Francisco as they could to Palo Alto.

5. Right of way for pedestrians and cyclists

Action: Please ensure that the right of way for pedestrians and cyclists does not pose more of an obstacle, even a psychological one, than exists today.

#1 Traffic

Context: A significant grade rise over a potentially submerged tunnel may be such a psychological barrier to cyclists, and such barriers will tend toward dividing the community. This is especially important for rights of way that children use to go to school, such as Arastradero/Charlston, Embarcadero, and Churchill. Please note that both Palo Alto high schools are located to the West of the tracks, and there is significant pedestrian and cyclist traffic from children who live on the East side. The same is true for many of Palo Alto's middle and elementary schools.

#1 Community Separation
#1 Traffic
#2 grade sep

6. Suggested Alternative Design

Action: Rather than run trains at 125mph through suburban peninsula towns, please consider running them at 79mph as CalTrain does today.

#3 Train speed

Context: This would then remove the requirement to grade-separate the crossings. We would still have clanging gates and horns, but we would not have diesel engine noise (due to electrification), we would have much less wheel-on-rail noise (due to lower than 125mph speeds), we would not need to build raised monstrosities that blight our neighborhoods, and we would not need to incur the expense and potential ground water impact of tunneling or trenching. You also would not need to force riders from points south to change to CalTrain equipment when they reach San Jose. You may have to lay extra track, but that could be limited to siding sections for CalTrain trains to stop at stations while HSR trains continue through. I'm not sure about the impact of freight trains; if they're unpredictable in length and too slow to reach designated sidings in time for HSR trains to pass, then additional tracks may still have to be laid end to end. However, they could all be at grade level.

#2 Grade separations
#1 Noise
Aesthetics
#3 system transfers
#2 Tracks
#1 hydrology

7. Trenching or Tunneling

Action: Please consider running the HSR through trenches or tunnels rather than overhead.

#2 Grade separations

Context: Will you honestly consider the trenching/tunneling alternative? As long as your budget estimates are based on a proposed design which doesn't include underground construction, and assuming that underground alternatives are significantly more expensive, any underground design will likely exceed the budget. What do you do when that happens? Do you stop considering that alternative? I urge you to see it through and ultimately increase your budget estimates if it turns out to make more sense from an environmental impact perspective.

8. Inappropriate Comparisons with Foreign Rail Systems

=====

Action: Omit any comparisons with European or Asian high speed rail systems for the purpose of evaluating neighborhood impact.] #2 Comparison 7 foreign systems

Context: I have heard HSR representatives and consultants mention that European and Asian high speed rail systems have produced either positive impact or no impact on the cities they service and traverse, as a justification for the claim that HSR would be good for our cities and neighborhoods. However, the fact is that rail systems in most European and Asian countries do not pass through the middle of residential neighborhoods such as ours. They generally run along the outskirts of towns, not through residential neighborhoods. Where they do pass through neighborhoods, those areas are generally blighted.

It is true that many train stations are located in the town center, but it must be recognized that historically, these towns grew up around the train station; and they grew up at a time in history when the town center really was the center of town life. They were not inserted at the expense of existing housing, existing pedestrian and bicycle routes, or even existing land use and noise policies. It must be recognized that despite the general desire of most California residents to increase the use of rail for long distance travel, local neighborhoods are considerably more dispersed than European ones, and not particularly focussed around a town center, since they were built around the notion that you could always drive from place to place.] #1 Land Use

Sincerely,
Jeff Wolfeld
Member of Charleston Meadows Association
Palo Alto, CA

Kris Livingston

From: info@hsr.ca.gov
Sent: Monday, March 16, 2009 4:45 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Jeff Wolfeld
Company:
Phone: 408-902-3439
Email: Jeff_Wolfeld@Yaboo.com
Website:
Comment:

Please consider the following as public comments to the Project Level EIR scoping process. 1. Sound Walls

===== Action: Please study noise impact at significantly greater distances from the track than would otherwise be considered. Context: As you know, though sound walls may protect nearby listeners from some of the noise, more distant listeners tend to hear MORE noise than what they would have heard had there been no sound wall. I am concerned that the usual distances studied in a typical EIR will include those nearby (who may experience less noise), but exclude those more distant (who may experience more noise). The net impact of installing sound walls may in fact be zero, but the EIR could show it in a positive light since an insufficient distance was considered. This will give the Authority the false impression that sound walls would ease neighborhood impact, whereas in fact they may not. Guidelines: Please abide by the provisions of the City of Palo Alto Noise Ordinance, PAMC Chapter 9.10 which read: "9.10.030 Residential property noise limits. (a) No person shall produce, suffer or allow to be produced by any machine, animal or device, or any combination of same, on residential property, a noise level more than six dB above the local ambient at any point outside of the property plane. (b) No person shall produce, suffer or allow to be produced by any machine, animal, or device, or any combination of same, on multi-family residential property, a noise level more than six dB above the local ambient three feet from any wall, floor, or ceiling inside any dwelling unit on the same property, when the windows and doors of the dwelling unit are closed, except within the dwelling unit in which the noise source or sources may be located." 2. Sound Walls (#2)

===== Action: Incorporating existing or develop new sound deadening material technology for use on sound walls. Context: As you know, though sound walls may protect nearby listeners from some of the noise, more distant listeners tend to hear MORE noise due to reflection. It seems to me that sound deadening materials can be used on sound walls in order to mitigate this effect, though I have never seen such materials in use for this purpose. HSRA should consider investigating and perhaps developing such technology, and in either case include the cost of doing so in its cost estimates. 3.

Maintain Safe Crossings During Construction

===== Action: During the HSR construction, it is vitally important that you ensure safe right-of-way crossings for children who walk or bicycle to and from schools. Context: Both Palo Alto high schools are located to the West of the tracks, and there is significant pedestrian and cyclist traffic from children who live on the East side. The same is true for many of Palo Alto's middle and elementary schools. The City of Palo Alto has made it a priority to ensure safe walking and cycling routes for these children, and it would be the height of arrogance and irresponsibility for HSR to disregard Palo Alto's rules and standards. 4. Mid-peninsula station stop

===== I am forcefully against any stop in Redwood City or Palo Alto. It makes no sense. In your ridership analysis, I urge you to omit trips which begin or end in Palo Alto or Redwood City. o Riders who live in or near Palo Alto or Redwood City who are heading for points south of San Jose could easily travel to San Jose and board there, even using existing public transit if necessary. o Riders who live in or near Palo Alto or Redwood City who are heading for anywhere north of San Jose SHOULD take public transit. HSR's charter is clearly NOT to be a commuter train, and plenty of other options already exist for these

people. o Riders who live anywhere OUTSIDE of Palo Alto or Redwood City could just as easily drive or take public transit to San Jose, Millbrae or San Francisco as they could to Palo Alto. 5. Right of way for pedestrians and cyclists

===== Action: Please ensure that the right of way for pedestrians and cyclists does not pose more of an obstacle, even a psychological one, than exists today. Context: A significant grade rise over a potentially submerged tunnel may be such a psychological barrier to cyclists, and such barriers will tend toward dividing the community. This is especially important for rights of way that children use to go to school, such as Arastradero/Charlton, Embarcadero, and Churchill. Please note that both Palo Alto high schools are located to the West of the tracks, and there is significant pedestrian and cyclist traffic from children who live on the East side. The same is true for many of Palo Alto's middle and elementary schools. 6. Suggested Alternative Design

===== Action: Rather than run trains at 125mph through suburban peninsula towns, please consider running them at 79mph as CalTrain does today. Context: This would then remove the requirement to grade-separate the crossings. We would still have clanging gates and horns, but we would not have diesel engine noise (due to electrification), we would have much less wheel-on-rail noise (due to lower than 125mph speeds), we would not need to build raised monstrosities that blight our neighborhoods, and we would not need to incur the expense and potential ground water impact of tunneling or trenching. You also would not need to force riders from points south to change to CalTrain equipment when they reach San Jose. You may have to lay extra track, but that could be limited to siding sections for CalTrain trains to stop at stations while HSR trains continue through. I'm not sure about the impact of freight trains; if they're unpredictable in length and too slow to reach designated sidings in time for HSR trains to pass, then additional tracks may still have to be laid end to end. However, they could all be at grade level. 7. Trenching or Tunneling

===== Action: Please consider running the HSR through trenches or tunnels rather than overhead. Context: Will you honestly consider the trenching/tunneling alternative? As long as your budget estimates are based on a proposed design which doesn't include underground construction, and assuming that underground alternatives are significantly more expensive, any underground design will likely exceed the budget. What do you do when that happens? Do you stop considering that alternative? I urge you to see it through and ultimately increase your budget estimates if it turns out to make more sense from an environmental impact perspective. 8. Inappropriate Comparisons with Foreign Rail Systems

===== Action: Omit any comparisons with European or Asian high speed rail systems for the purpose of evaluating neighborhood impact. Context: I have heard HSR representatives and consultants mention that European and Asian high speed rail systems have produced either positive impact or no impact on the cities they service and traverse, as a justification for the claim that HSR would be good for our cities and neighborhoods. However, the fact is that rail systems in most European and Asian countries do not pass through the middle of residential neighborhoods such as ours. They generally run along the outskirts of towns, not through residential neighborhoods. Where they do pass through neighborhoods, those areas are generally blighted. It is true that many train stations are located in the town center, but it must be recognized that historically, these towns grew up around the train station; and they grew up at a time in history when the town center really was the center of town life. They were not inserted at the expense of existing housing, existing pedestrian and bicycle routes, or even existing land use and noise policies. It must be recognized that despite the general desire of most California residents to increase the use of rail for long distance travel, local neighborhoods are considerably more dispersed than European ones, and not particularly focussed around a town center, since they were built around the notion that you could always drive from place to place.

Duplicate

Kris Livingston

From: wolfeld [Wolfeld@USA.net]
Sent: Monday, April 06, 2009 8:22 AM
To: HSR Comments
Subject: Comments on HSR

To whom it may concern,

The proposed HSR construction will affect traffic patterns for the duration of construction. Moreover, there are plans to build more high-density housing on Alma East Meadow, on E. Charleston and in downtown Palo Alto. In addition to adding more people and cars, there are definite plans to NARROW Arastradero to one lane in each direction. The beginning and the end of the work day are already bumper to bumper and the elimination of lanes will make it worse.

The combined effects the traffic disruption of the proposed HSR project, along with the addition of a significant number of cars from these new residents, AND the added gridlock from having narrowed Arastradero will make already congested traffic in these areas much worse by far.

What would the HSRA do during construction to mitigate its effect given these other projects' effects--and how will the HSRA project children riding bikes to school when the routes become far more dangerous due to increased congestion?

Thank you

Jennifer Wolfeld
272 whitclem dr
Palo Alto Ca 94306

#1 traffic
circulation
#1 traffic
circulation
construction
impacts

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:39 PM
To: Kris Livingston
Subject: FW: san francisco to San Jose HST

-----Original Message-----

From: tessa Woodmansee [mailto:tessaw@mindspring.com]
Sent: Friday, April 10, 2009 7:25 PM
To: HSR Comments
Subject: san francisco to San Jose HST

HST SCOPING:

Here are some comments for the scoping questions of the Environmental Review Process for the SF to San Jose section.] # intro

These comments would apply to both legs of the hsr i.e, the S.F. to San Jose section and San Jose to Merced too please forward to them as well.

The issue of noise at Stockton and Taylor] #1 noise

How many trains would be going by each day? # 2 # of trains

The need for plans to improve the pedestrian and bike friendly access at Stockton and The Alameda and around the entire Diridon Station and the HP Pavillion area to make this more pedestrian and bike friendly and to deal with the high car load in this area as well many new designs have to be put in place at this intersection. In addition, the Taylor and Stockton interesection all the way to the highway needs to be improved for pedestrian and bike safety. The high speed rail will increase traffic to the whole community and will put a lot of traffic both car and pedestrain and bike in these areas which are currently horrendous for both bike and pedestrian safety.] #1 traffic & circulation

HSR needs to improve these infrastructures to facilitate the high demand in and around the Diridon Station.] #1 traffic & circulation

HSR also needs to improve the pedestrian safety and walkability of Stockton Ave from Taylor to the Alameda.

Thank you,

Tessa and Cat Woodmansee
641 Stockton Avenue
San Jose, Ca 95126

Kris Livingston

From: Gil Woolley [gil_woolley@ieee.org]
Sent: Friday, March 13, 2009 3:11 PM
To: HSR Comments
Subject: Scoping Period Comments

March 13, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Scoping Period Comments

Please include the following in the EIR for High Speed Rail:

- Impact of preventing and removing graffiti on the large, accessible, paintable walls and structures created by elevated tracks. Caltrain does not seem to feel a responsibility for removing graffiti. Homeowners and the city exert considerable effort to remove "art" on the fences from Churchill to Peers Park where we live in Palo Alto. This is probably a problem wherever tracks are elevated. Presently trees along Alma street largely mask this eyesore.] #1 Aesthetics
- Impact on the historic resource, El Palo Alto, the tree located on the bank of San Francisquito creek.] #1 Cultural Bro
- Impact of the project on the value of adjacent properties.] #6 Property values
- Impact of noise from trains moving at 125 mph.] #1 Noise
- Impact of elevated tracks on the visual environment. Will this tend to divide neighborhoods much as the Cypress Structure used to do in Oakland? After its collapse in the 1989 Loma Prieta earthquake, considerable money was used to move the replacement roads elsewhere so that the community could heal.] #1 Aesthetics
Community Separation
- Impact of ending the High-Speed Rail in San Jose and having passengers transfer to Baby Bullets. (If this approach is taken)] #2 Terminate in San Jose
Baby Bullets
- Impact of the high speed rail as an attractant for would-be suicides. Would not an elevated high speed rail attract still more than the present Caltrain experiences?] #1 safety

Gil and Gail Woolley
1685 Mariposa
Palo Alto, CA 94306

~~~~~  
~~~~~  
~~~~~  
"Go Sailing"

Kris Livingston

From: Willyclark@aol.com  
Sent: Thursday, April 02, 2009 11:15 AM  
To: HSR Comments  
Subject: Fwd: San Francisco to San Jose HST

Hello -

I am homeowner and resident of Old Mountain View, and I live within walking distance of the current train station.

I am in favor of the HST, but only if a trench or tunnel can be used to minimize noise and impact to vehicular traffic flow. I am also in favor of stop in Mountain View.

Thank you for your time -

-Julie Wrobel  
757 Calderon Avenue  
Mountain View, CA 94041

#2  
stop location

#1  
#2  
trench  
tunnel  
#1 noise  
#1 traffic

Feeling the pinch at the grocery store? Make dinner for \$10 or less.

Feeling the pinch at the grocery store? Make dinner for \$10 or less.

I-5C 494



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

**Meeting Date/Location**

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☐ January 29 - Santa Clara County

2/26/2009 - Palo Alto

Name (please print): Aileen Yang City: Palo Alto State: CA Zip: 94306

Title (if applicable): \_\_\_\_\_ Phone: 408-239-6697 Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_ E-mail: aileyang07@gmail.com

Address: 277 College Ave. Palo Alto, CA 94306

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

- We support strongly that the high speed rail run through  
Palo Alto under following conditions
- 1) Invisible — build it underground. | #2 underground
  - 2) Quiet | #1 noise
  - 3) Better not through residential areas. | #1 pop sharing
  - 4) If you have to run through residential areas, HSR should provide windows to resident that will shield noise and reduce noise level. | #1 mitigation impacts

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 495

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:56 PM  
**To:** Kris Livingston  
**Subject:** FW: Re: [evergreen-park-discuss] Meeting about CalTrain high speed rail this Sunday

**From:** aileen yang [mailto:aileenyang2002@yahoo.com]  
**Sent:** Friday, February 06, 2009 9:09 PM  
**To:** HSR Comments; Cecilia Lancaster  
**Cc:** Carl  
**Subject:** Fw: Re: [evergreen-park-discuss] Meeting about CalTrain high speed rail this Sunday

Dear Sir/Madam at California High Speed Rail Project:

As resident of Palo Alto, we would like to share our experience about high speed rail. Cecilia suggest that I forward my previous email to you to voice our stand and suggestions! I should be back to Palo Alto after 2/19/2009. I can be reached at 650-326-1781.

] #11 Intro

Blessings!

Carl & Aileen Yang

--- On Fri, 2/6/09, aileen yang <aileenyang2002@yahoo.com> wrote:

Dear Julie and all,

Thanks for keeping us informed about High Speed Rail issues. Although we can't attend the meeting since we will be out of country on Sunday, we like to communicate about following issues:

] #11 Intro

1. We prefer high speed rail not build through the residential area.

] #9 Design

2. We prefer the high speed rail to go underground instead of above ground in Palo Alto residence area.

] #2 Tunnel

Our family have lived through the development of Taiwanese High speed Rail for past ten years as a residential neighbor close to the train station. When they combine the current train station and high speed rail station, the high speed rail is always built underground below the train station. The high speed rail station is above the ground only when the station is built far away from the city and is surrounded by farm land. It becomes a new modern community around the high speed rail station. It is probably too costly and very hard work to work on eminent domain with the small lot of current city residents.

] #2 Foreign System  
#6 Eminent domain

Since we can't attend this meeting, please let us know if anyone we can communicate with later about this issue. If anyone support the same issue with us, you have our silent support in the meeting.

] #11 Conclusion

Blessings!

Aileen & Carl  
277 College Ave.

-- On Fri, 2/6/09, Julie Zelenski <zelenski@cs.Stanford.EDU> wrote:

From: Julie Zelenski <zelenski@cs.Stanford.EDU>

Subject: [evergreen-park-discuss] Meeting about CalTrain high speed rail this Sunday

To: evergreen-park-discuss@yahoogroups.com

Cc: "lancasternovoal2" <lancasternovoal2@gmail.com>, "Elizabeth Schwerer" <liz@laysoft.com>, "Elizabeth Pirrotta" <elizabeth@pirrotta.com>, "Lisa Friedman" <Lisacfriedman@aol.com>, loretta@drak.com, "Cindy Krieger" <cjkrieger@stanfordalumni.org>, "Adrienne Pierce" <adrienne.pierce@gmail.com>, "Irene Au" <irene.au@gmail.com>, "Teri Wilde" <t\_wilde@yahoo.com>, "Luan Wilfong" <lwilfong@ibigeewatsi.com>

Date: Friday, February 6, 2009, 10:45 AM

Hello neighbors --

The high-speed rail is early in the planning phase and the possibility of the CalTrain corridor being used has a lot of implications for our neighborhood. See recent Merc news story [http://www.mercuryn ews.com/breaking news/ci\\_11621202](http://www.mercuryn ews.com/breaking news/ci_11621202)

#7 Community meetings

Now is the time to get informed about what is being planned and be sure your voice is heard in the process.

There is new yahoo group following the issue: [http://groups.yahoo.com/group/Palo\\_Alto\\_HSR/](http://groups.yahoo.com/group/Palo_Alto_HSR/)

There will be a meeting this Sunday 1:30pm at the Shepherd's home at 1556 Madrono in Southgate. John Barton, city council member, will be on hand to provide information from the city's perspective. All interested folks are welcome to attend. Feel free to spread the word!

Thanks

Julie Zelenski  
365 College Ave

[Messages in this topic \(1\)](#) | [Reply \(via web post\)](#) | [Start a new topic](#)

[Messages](#) | [Files](#) | [Photos](#) | [Links](#) | [Database](#) | [Polls](#) | [Members](#) | [Calendar](#)  
MARKETPLACE

---

**[From kitchen basics to easy recipes - join the Group from Kraft Foods](#)**

---

[Change settings via the Web](#) (Yahoo! ID required)

Change settings via email: [Switch delivery to Daily Digest](#) | [Switch format to Traditional](#)

[Visit Your Group](#) | [Yahoo! Groups Terms of Use](#) | [Unsubscribe](#)

**RECENT ACTIVITY**

[Visit Your Group](#)

Yahoo! Finance

**[It's Now Personal](#)**

Guides, news,

advice & more.



Everyday Wellness

on Yahoo! Groups

Find groups that will

help you stay fit.

Check out the

Y! Groups blog

Stay up to speed

on all things Groups!

San Jose to San Francisco Scoping comment on a small postcard by S. Zweig

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? #1 safety
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? #1 noise
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? #1 public svc
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? #6 prop value
- How will you avoid destroying our trees and impacting on local wildlife? #1 bio
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? #1 aesthetics  
air quality

| Name     | Address                              | Additional Comments on the Card |
|----------|--------------------------------------|---------------------------------|
| S. Zweig | 3341 St. Michael Ct, Palo Alto 94306 | None                            |

I-SC 497

## Kris Livingston

---

From: tellu97-temp@yahoo.com  
Sent: Friday, March 27, 2009 9:47 PM  
To: HSR Comments  
Subject: Sunnyvale

I am a resident in Sunnyvale.

A few comments:

1. I have concerns with the local noise and aesthetic impact of the high speed rail. ] #1 Noise + Aesthetics
2. This track runs along residential (suburban) areas when I have seen this in Europe the tracks are in trenches. ] #2 grade separations  
The only appropriate approach would be a trench through downtown Sunnyvale. ] #2 underground.
3. A rised track is unacceptable, especially if money is allocated to other areas for a tunnel. Allocating funds unevenly like this may benefit fewer people (less dense areas) at the cost of many; it also my discriminate against certain groups. ] #2 grade separations  
] #1 Environmental justice

San Jose to San Francisco Scoping comment on a small postcard by Charlotte (illegible)

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc.*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics*  
*#1 Air quality*

| Name                  | Address                           | Additional Comments on the Card |
|-----------------------|-----------------------------------|---------------------------------|
| Charlotte (illegible) | 3394 South Court, Palo Alto 94306 | None                            |

I-SC 499

San Jose to San Francisco Scoping comment on a small postcard by Frank (illegible)

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise.*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc.*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *aesthetics air quality*

| Name              | Address                          | Additional Comments on the Card                                                                                                 |
|-------------------|----------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| Frank (illegible) | 3715 Lindero Dr, Palo Alto 94306 | Consider alternative like terminating HSR at San Jose or trenching and tunneling or anything but what is being proposed so far. |

*#2 terminal in SJ*  
*#2 tunnel.*

I-SC 500

San Jose to San Francisco Scoping comment on a small postcard by K (illegible)

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public sc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value.*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics*  
*#1 air quality*

| Name         | Address                        | Additional Comments on the Card |
|--------------|--------------------------------|---------------------------------|
| K(illegible) | 221 Richardson, Pal Alto 94303 | None                            |

I-SC 501

San Jose to San Francisco Scoping comment on a small postcard by (illegible)

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics*  
*#1 air quality*

| Name        | Address                             | Additional Comments on the Card |
|-------------|-------------------------------------|---------------------------------|
| (illegible) | 2001 Bryant Street, Palo Alto 94301 | None                            |

I-SC 502

San Jose to San Francisco Scoping comment on a small postcard by (illegible)

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

- Safety: My Safety and the safety of my neighbors. How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? *#1 safety*
- Noise Levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? *#1 noise*
- Local Traffic Flows/Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? *#1 public svc*
- Property Values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? *#6 prop value*
- How will you avoid destroying our trees and impacting on local wildlife? *#1 bio*
- How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? *#1 aesthetics*  
*#1 air quality*

| Name        | Address                      | Additional Comments on the Card |
|-------------|------------------------------|---------------------------------|
| (illegible) | 3234 Maddux, Palo Alto 94303 | None                            |

I-SC 503





# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

## Meeting Date/Location

☐ January 22 - San Mateo County ☐ January 27 - San Francisco County ☒ January 29 - Santa Clara County

Name (please print): Resident City: Palo Alto State: CA Zip: \_\_\_\_\_

Title (if applicable): \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_

Address: \_\_\_\_\_

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Will you be displacing the people adjacent to the train tracks? Will you be tearing the houses down? If so, how much are you going to pay for those houses, or will you buy them a house in the same neighbor hood?

#6 displacement  
#6 compensation  
eminent domain

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SC 504

RECEIVED

MAR 17 2009

March 16, 2009

Mr. Dan Leavitt, Deputy Director, San Francisco to San Jose HST Project  
EIR/EIS  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

I am writing to protest the building of a wall for the elevated tracks of the high speed rail.

I wonder if Ron Diridon and the others who think this is a great project

- live along the Caltrain Corridor; I doubt it.
- wouldn't mind seeing their property values plummet because of a wall; I doubt it.
- wouldn't mind seeing graffiti in their neighborhoods; I doubt it.
- would think it OK to lose some of their property to Eminent Domain; I doubt it.

Mr. Diridon asked why we voted for the project we are now protesting. It was because we approved the concept, not this execution of it. Why weren't we given all of the facts BEFORE this went on the ballot? Was it because the backers knew it would never be approved?

The High Speed Rail project will succeed only if it is placed underground along the Caltrain Corridor. The fight has just begun.

Yours truly,

*Ruth Havemeyer Foley*

Ruth Havemeyer Foley  
169 Hemlock Court  
Palo Alto, CA 94306-4623

cc:State Senator Joe Simitian

#6  
property  
value

#1  
aesthetics

#6  
eminent  
domain

#7  
prop 1A

#2  
underground

I-SL 505

Kris Livingston

---

From: Geoff Browning (Campus Minister) [geoff.browning@stanford.edu]  
Sent: Wednesday, March 11, 2009 2:23 PM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

Hello,

I am excited about the prospect of HSR throughout California and that is one reason I voted for Prop 1A last fall. However, I am alarmed from what I have heard regarding the lack of sensitivity to local concerns for aesthetics, noise, and what some have called arrogance. Heavy-handed tactics threaten the completion of this project and will probably endanger future expansion throughout California.

] #8 Support

#7 Transparency  
Public Input  
#1 Aesthetics  
Noise

Please take into consideration local concerns for noise and aesthetics so we don't end up with lawsuits and ill will that will surely threaten future projects.

] #1 Noise  
Aesthetics

Thank you,

*Rev. Geoff Browning*  
Campus Minister  
United Campus Christian Ministry  
Stanford University



California High-Speed Rail  
Authority

# Scoping Comment Form

Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

## Meeting Date/Location

☐ March 18 - Merced ☐ March 25 - San Jose ☒ March 26 - Gilroy

Name (please print): Ann Bueno City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Title (if applicable): \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_ E-mail: Ann.daniel@yahoo.com

Address: 960 West Dunne Ave, Morgan Hill, CA 95037

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

## Comment (please write clearly):

Please send info on San Mateo & Morgan Hill

Property owned at grand blvd in San Mateo along train tracks between Peninsula & Poplar. Very concerned what will happen here.

\* MAILE SURE COMMENT

ABOVE GETS FORWARDED TO SHARON W CALTRAIN CORRIDOR

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov) by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today. The comment period ends close of business on April 10, 2009.

Fold and Tape Completely Before Mailing

I-5C 50X

## Kris Livingston

---

**From:** Robert Horstmeyer [rhorstmeyer@gptpartners.com]  
**Sent:** Friday, March 13, 2009 4:54 PM  
**To:** HSR Comments  
**Subject:** FW: SAn Francisco to SAn Jose HSR Route

Hello:

Can you answer me?

Bob

Robert J. Horstmeyer  
Managing Director



**GROWTHPOINT**  
TECHNOLOGY PARTNERS

Direct Phone: 650-322-1859  
Cell Phone: 650-714-6476  
Main Number: 650-322-2500  
Fax: 650-461-8506  
[rhorstmeyer@gptpartners.com](mailto:rhorstmeyer@gptpartners.com)

GrowthPoint Technology Partners, LLC  
835 Page Mill Road  
Palo Alto, CA 94304-4011  
website: [www.gptpartners.com](http://www.gptpartners.com)

**From:** Robert Horstmeyer  
**Sent:** Tuesday, March 03, 2009 7:08 PM  
**To:** [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)  
**Subject:** SAn Francisco to SAn Jose HSR Route

Hello:

I just read an article in the local newspaper that said the high speed rail train will run on the existing right of way for CalTrain from San Francisco to San Jose.

Is that true?

If that is a correct fact as reported in the news; can you please tell me:

- how fast the trains will travel?
- how frequently they will run?
- will they run 24 hours a day?
- how much noise will they make in normal operation?
- what is the damage radius (purely from kinetic energy) for a derailed train at the proposed speed?
- will the rail crossings use the same gates as now used?
- Where the train will stop on the peninsula
- How much noise they make braking and accelerating from their stops
- what is the safety history of these trains when operating under similar conditions as expected on the peninsula
- will the train be fossil fuel engine driven or electrified
- is there operational experience operating these trains at the proposed speed within a few meters of moving traffic and people on sidewalks
- what is the operational experience for associated structural damage to buildings located with 50 meters of the train trackks

Thanks for your help

#7  
info request

Duplicate  
of 3/3  
e-mail

I-SC 508

Bob

Robert J. Horstmeyer  
Managing Director



Direct Phone: 650-322-1859  
Cell Phone: 650-714-6476  
Main Number: 650-322-2500  
Fax: 650-461-8506  
[rhorstmeyer@gptpartners.com](mailto:rhorstmeyer@gptpartners.com)

GrowthPoint Technology Partners, LLC  
835 Page Mill Road  
Palo Alto, CA 94304-4011  
website: [www.gptpartners.com](http://www.gptpartners.com)

The information in this email may contain privileged and/or confidential information and is intended for the named recipients only. If you are not the addressee indicated in this message, please do not copy or deliver this message to anyone. In such case, destroy this message and notify us immediately by replying to this email or by calling us directly at 650-322-2500. If you prefer not to receive future emails of this type, please let us know by replying to this email. [GrowthPoint Technology Partners, LLC]